Par. 8.2.1.1.52
856

Wednesday,
6th May, 1953

PARLIAMENTARY DEBATES

HOUSE OF THE PEOPLE

OFFICIAL REPORT

PARLIAMENT SECRETARIAT
NEW DELHI

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THE

PARLIAMENTARY DEBATES

(Part I—Questions and Answers)

OFFICIAL REPORT

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Wednesday, 6th May, 1953

The House met at a Quarter Past Eight of the Clock

[MR. DEPUTY-SPEAKER *in the Chair*]

ORAL ANSWERS TO QUESTIONS

THEFTS ON RAILWAYS

*1868. **Sardar Hukam Singh:** Will the Minister of Railways be pleased to state:

(a) whether any cases of thefts on Railways by diverting loaded wagons to stations other than their destinations during the years 1947 and 1948 by conspiracies of Railway employees with other citizens, were made over to the Special Police Establishment for investigations;

(b) if so, what was their number;

(c) whether any of these were challaned and put up before courts; and

(d) if so, whether any of such cases have been decided?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shahnawaz Khan): (a) Yes.

(b) 4.

(c) 3 cases were challaned and put up before courts.

(d) All the 3 have been decided. Two cases have resulted in conviction and one in acquittal.

Sardar Hukam Singh: What was the amount of goods involved in these two cases which have resulted in conviction?

Shri Shahnawaz Khan: In one case which related to a case of theft in Ludhiana (Punjab) the number of

wagons involved was three, and in another case which concerned a gentleman by the name of Nathuram Pathak from Fatehpur District (Uttar Pradesh) there were two wagons of groundnut oil.

Sardar Hukam Singh: Could I know if there was a case of theft of 3 dozen wagons of scarce goods wangled by the owners of Modi Sugar Mills—whether that was challaned at all?

Shri Shahnawaz Khan: It is a fact that 3 dozen wagons of goods were misappropriated by Modi Industries. The case was not challaned; it is being investigated and action is being taken by the Northern Railway.

Sardar Hukam Singh: Has the S. P. submitted his report on the enquiry that was entrusted to him about this case?

Shri Shahnawaz Khan: Yes, the Special Police Establishment carried out a very comprehensive enquiry and made their report stating that in their opinion a *prima facie* case did exist against 14 Railway employees and 9 members of Modi Sugar Mills Limited which number included the General Manager of the Modi Factories, and the Managing Director, Assistant General Manager—all these people were concerned.

Shri Dabhi: May I know whether departmental action was taken against any of these Railway employees?

Shri Shahnawaz Khan: Sir, it is rather a lengthy matter and if I am allowed I will explain in detail.

Mr. Deputy-Speaker: No, no. We have a number of other questions.

Dr. Suresh Chandra: May I know the reason why such a serious case of theft involving 36 wagons was not brought before court in spite of the fact that the Special Police Establishment had also declared that there was a *prima facie* case?

Shri Shahnawaz Khan: The report of the Special Police Establishment was referred to the Ministry of Home Affairs with the recommendation that the Ministry of Home Affairs should obtain sanction for prosecuting the Railway employees. The Home Ministry did not agree with the recommendations of the investigating officer and they were of the opinion that the matter should be dealt with departmentally by the Railways; and the matter is being dealt with departmentally by the Railways.

Dr. Suresh Chandra: Are we to understand that this case has been disposed of by the Home Ministry and is not being brought before the court?

Shri Shahnawaz Khan: The case has been referred by the Home Ministry to the Railway Board for departmental action.

Kumari Annie Mascarene: How long is it since this case of theft happened?

Shri Shahnawaz Khan: We do not know the exact date, but it took place between November 1947 and March 1948.

** ** **

Sardar Hukam Singh: May I know whether the Law Ministry was consulted on this and the report of the Law Ministry was that there is a case to be proceeded with?

The Deputy Minister of Railways and Transport (Shri Alagesan): The Law Ministry was not consulted. As my colleague answered, the Home Ministry did not agree with the recommendations of the investigating officer and they referred the case to the Railway Board for disposal. And the Modi Company have agreed to pay for the wagons that they have wrongly unloaded.

Sardar Hukam Singh: Is it a fact that the wagons contained scarce goods which were sold in the black market at four times the price that was obtaining in the open market and that they have been asked to pay only damages at the price they would fetch in the open market?

Shri Alagesan: We do not have an idea of the amount they were asked to pay. If the hon. Member wants I can get the information and supply it.

Sardar Hukam Singh: What is the amount claimed by the owners?

Mr. Deputy-Speaker: He says he is not aware and will get it if the hon. Member wants.

Next Question.

Savings Bank Account in Extra Departmental Post Offices

*1869. **Shri L. N. Mishra:** (a) Will the Minister of **Communications** be pleased to state whether there is a proposal to open Savings Bank Account in Extra Departmental post offices of rural areas on a liberal basis?

(b) If so, what is the progress made in that direction?

The Deputy Minister of Communications (Shri Raj Bahadur): (a) Savings Bank facilities are provided in post offices in rural areas on as liberal a basis as the circumstances would permit.

(b) The following figures of Branch post offices doing Savings Bank work will indicate the progress made:—

31st March, 1951	4,501
31st March, 1952	4,901
31st March, 1953	5,076.

Shri L. N. Mishra: What are the basic conditions for opening Savings Bank Accounts in Extra Departmental post offices?

Shri Raj Bahadur: Before we provide Savings Bank facilities in rural post offices we have to see—because most of them are Extra Departmental post offices—the financial stability of the person who runs the post office—that means the Extra Departmental Postmaster—as also facilities for conveyance of cash and the security of the cash in the post office itself.

Shri L. N. Mishra: Are Government aware that public institutions and individuals in the rural areas experience great many difficulties for want of Savings Bank facilities in Extra Departmental post offices?

Shri Raj Bahadur: Sir, I have not been able to follow the question.

Shrimati Tarkeshwari Sinha: What is the maximum saving that can be deposited in these Savings Bank accounts?

Shri Raj Bahadur: It is Rs. 15,000 in the case of single depositors and Rs. 30,000 in the case of joint depositors.

श्री एस० एम० दास : जब किसी ऐक्सट्रा डिपार्टमेंटल पोस्ट आफ़िस में सेविंग्ज बैंक खोला जाता है तो क्या उस के पोस्ट मास्टर को कुछ ऐक्सट्रा पेमेंट किया जाता है ?

श्री राज बहादुर : जी, नहीं ।

**Expunged as ordered by the Chair—Ed. of P.P.

Prof. D. C. Sharma: Is there a plan to have Savings Bank accounts in every Extra Departmental post office in view of the drive for small savings?

Shri Raj Bahadur: As I have already said, we are ourselves anxious to extend the facility as widely as possible. But we have to bear in mind essentially two factors: firstly, whether the financial stability of the person who holds charge of that cash as the Extra-Departmental Postmaster is sufficiently good or not and, secondly, what are the facilities for keeping the cash there and also for conveying the cash from that place to the nearest account office.

Shri M. D. Joshi: May I know the rate of progress Statewise?

Mr. Deputy-Speaker: For all the States? No, I won't allow. If he is interested in any particular State he may ask.

Shri M. D. Joshi: May I know for Bombay?

Shri Raj Bahadur: I am sorry I have not got the figures Statewise here.

FACILITIES FOR SAVINGS BANK ACCOUNTS

*1870. **Shri L. N. Mishra:** (a) Will the Minister of Communications be pleased to state whether some new kind of facilities to make deposits in and to withdraw from Savings Bank Accounts of the Post Offices are to be provided to the people?

(b) If so, what is the nature of the same?

The Deputy Minister of Communications (Shri Raj Bahadur): (a) and (b). Yes. The following facilities are proposed to be extended:—

(i) Withdrawal of money by cheques and crediting cheques, drafts, etc., from and to Post Offices Savings Bank accounts, subject to certain restrictions. These will be tried experimentally, in the first instance, at selected Head Offices in the Bombay Circle.

(ii) Two withdrawals a week, from an ordinary Savings Bank account subject to a maximum of Rs. 1,000.

(iii) Attestation by a Gazetted Officer, or by another depositor, of the signature of a depositor on an application for withdrawal, when the depositor's signature does not tally with his specimen signature, subject to certain restrictions.

(iv) Issue of metal tokens to depositors at Head Offices in Calcutta, Kanpur and Ahmedabad at the time of withdrawing or depositing money. This will avoid waiting in queues at the Post Office counters.

(v) Interest on Post Office Savings Bank accounts standing in the names of joint depositors at 2 per cent. per annum up to a balance of Rs. 20,000 and at 1½ per cent. per annum on the remainder of the balance not exceeding Rs. 30,000.

Shri L. N. Mishra: May I know at what time this facility will be provided in the rural areas?

Shri Raj Bahadur: We are beginning with the head offices and that too in a limited sphere in Bombay circle. It will take time for us to extend these facilities in a wider area. It depends upon the success of the scheme.

Shri L. N. Mishra: May I know whether the Rural Banking Enquiry Committee has suggested introduction of this system in rural areas? If so, has Government taken any action in this respect?

Shri Raj Bahadur: I think the Committee which was appointed in 1950 consisting of a representative of the Reserve Bank and one other official of the P. and T. Department should have considered all these matters.

TRAVEL-AGENTS FROM U. S. A.

*1871. **Dr. Ram Subhag Singh:** Will the Minister of Transport be pleased to state:

(a) whether Government had recently invited some travel-agents from the U.S.A., and

(b) if so, whether those travel-agents have made any suggestions to Government with regard to encouraging American tourists in India?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shahnawaz Khan): (a) and (b). Yes.

Dr. Ram Subhag Singh: May I know the nature of the suggestions made by those tourists and whether Government is going to implement them?

Shri Shahnawaz Khan: The suggestions made by the tourists related to immunity from customs and exchange formalities, provision of better guides and transport services and extra sanitary fittings in hotel bathrooms.

Dr. Ram Subhag Singh: May I know whether Government have accepted that suggestion and if so, up to what amount of money is the Government going to give concession to the tourists?

Shri Shahnawaz Khan: The Government have taken very keen interest in their suggestions and the matter is receiving attention.

Dr. Suresh Chandra: May I know whether Government propose to invite tourists from countries other than U.S.A., like the U.S.S.R.?

Shri Shahnawaz Khan: Anybody who is interested in coming to India as a tourist is always welcome.

Food Position in Tripura

*1873. **Shri Rishang Keishing:** (a) Will the Minister of Food and Agriculture be pleased to state how far the influx of displaced persons from East Bengal since partition has affected the population and the food position of Tripura?

(b) What are the essential foodstuffs for which Tripura has still to depend on East Bengal?

(c) What steps are being taken by Government to make Tripura self-sufficient in food?

The Deputy Minister of Food and Agriculture (Shri M. V. Krishnappa): (a) Since partition about two lakh displaced persons have migrated into Tripura from East Bengal; they constitute about 31 per cent. of the total population of the State. The influx of displaced persons has transformed Tripura, from a surplus State in pre-partition days, to a State of bare self-sufficiency.

(b) None.

(c) The steps taken by Government to make Tripura self-sufficient in food are:—

(i) distribution of improved seeds and manures,

(ii) excavation of tanks and canals to facilitate irrigation;

(iii) demonstration for making compost from refuse and distribution of compost to growers;

(iv) organization of crop competition among the growers; and

(v) propagation of Japanese method of paddy cultivation.

Shri Rishang Keishing: Is it not a fact that Tripura has to depend on East Bengal for essential foodstuffs like rice, vegetables, eggs, meat and fish?

Shri M. V. Krishnappa: Tripura need not depend on East Bengal for essential foodstuffs like rice but generally, dried fish and vegetables used to come from East Bengal through Tripura.

Shri Rishang Keishing: Are Government aware that the whole of the tribal people are in semi-starvation conditions for about half of every year and if so, may I know what programmes, long-term as well as short-term, have been drawn up by the Government to ease the food situation among the tribal people?

Shri M. V. Krishnappa: For the first time in Tripura we have asked the Tripura Government to procure some rice just to meet eventualities at the time of rainy season or the leanest part of the year. They have procured about 5,000 tons of rice this year and they will utilise that rice in the tribal areas whenever prices go up there. My hon. friend knows that there is *jhum* (shifting) cultivation there and instead of that cultivation, we are trying to make a sort of terraced cultivation and see that it produces more grain instead of shifting cultivation every year.

Shri Rishang Keishing: May I know whether it is a fact that as a result of the heavy influx of displaced persons from East Bengal, the cultivable lands in the plain areas cannot be made available to the tribal people and they have been further driven back to hilly regions?

Shri M. V. Krishnappa: This question concerns lands, and not the food problem. I am not able to answer it.

Shri Biren Dutt: Is it a fact that 20,000 people came to Agartala town and demanded agricultural loans and the Adviser newly appointed asked them to send representations and when they were returning after making the representations, they were arrested and thrown into prison?

Shri M. V. Krishnappa: We have not got that information. We know that we have given to Tripura Government about Rs. 60,000 for improved methods of cultivation. That much we know. We do not know the detailed procedure as to how that was spent, etc.

Shri Rishang Keishing: May I know whether Government have granted any agricultural loans to the tribal peasants of Tripura and if so, what amount?

Shri M. V. Krishnappa: We have not given any loans to tribal people but since the tribal people come under Part C States they have got a special treatment from the Government. I do not know whether they have been receiving some help through those sources instead of through our sources.

ALLOTMENT OF WAGONS FOR RAIPUR RAILWAY STATION

*1874. **Shri B. N. Misra:** (a) Will the Minister of Railways be pleased to state whether it is a fact that railway goods wagons are now being not allotted to traders for being booked to free destinations from Raipur Railway Station on the Eastern Railway?

(b) If so, since when and for what reasons?

(c) Is it a fact that at Raipur Railway Station, allotments once given, for preferential or non-preferential commodities, are being superseded?

(d) If so, since when and for what reasons?

(e) Is it a fact that at Raipur, the allotments of wagons for free destinations are not being given for days together?

(f) If so, what are the reasons for that?

(g) What is the total number of wagons allotted to Raipur Station per day since 1st March, 1953?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shahnawaz Khan): (a) No.

(b) Does not arise.

(c) and (d). This has happened on certain occasions due to the anticipated number of empty wagons not having materialised.

(e) Wagons are allotted in accordance with the order of preference and date of registration. Delays sometime occur in meeting demands of traffic in the lower order of preference and non-preferential traffic.

(f) Shortage of wagons.

(g) 13 daily upto 9th April 1953.

Shri B. N. Misra: May I know the number of wagons ordered during the months of January and February, 1953?

Shri Shahnawaz Khan: I require notice.

WAITING ROOMS

*1875. **Shri K. P. Sinha:** (a) Will the Minister of Railways be pleased to state whether it is a fact that at big stations like Poonpoon on the Patna-Gaya line, E.I.R. Bihar, where thousands of Hindu Pilgrims come from all parts of India every year, there is no higher class passengers' waiting room or even Inter Class waiting room?

(b) Do Government propose to take steps, in the near future, to construct higher class passengers' waiting rooms at important stations on the Patna-Gaya line (E.I.R.)?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shahnawaz Khan): (a) There is no upper class or Inter class waiting room at Poonpoon, but there are upper class waiting rooms at Jehanabad, Tehta and Bela on the Patna-Gaya section.

(b) The provision of upper class waiting rooms at other stations on the Patna-Gaya section will be put up for consideration by the Passenger Amenities Sub-committee.

Shri K. P. Sinha: Is it a fact that some lands were acquired for the improvement of this station and nothing has been done yet?

Shri Shahnawaz Khan: No, Sir.

MARINE FISHERIES

*1876. **Shri K. P. Sinha:** Will the Minister of Food and Agriculture be pleased to state:

(a) the date on which the operational agreement in relation to project for the expansion and modernisation of marine fisheries was signed between the Governments of India and U.S.A.;

(b) the specified improvement made in the existing fishing craft and method of capture; and

(c) the annual approximate quantity of fish which used to be captured in two or three years before the year of agreement and the quantity annually captured after the date of agreement?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) May 31, 1952.

(b) The Agreement provides for, among other things, the supply of marine diesel engines and other equipment for improving the existing craft and methods of capture. Considerable study and investigation was needed to ensure that the proper equipment was ordered. This has now been completed and it is hoped to procure the equipment at an early date. Improvement will become visible only when the equipment arrives and is put into position.

(c) The annual estimated quantities of marine fish landed are as follows:—

1949	9,536,000 Maunds.
1950	14,010,000 Maunds.

1951	13,245,000 Maunds.
1952	12,432,000 Maunds.

The fall in fish production in 1952 is attributed to the failure of the Sardine and Mackerel fisheries on the Malabar Coast.

Shri K. P. Sinha: May I know the total expenditure incurred in this project?

Dr. P. S. Deshmukh: A copy of the whole agreement was placed before the House. It comes to 24,62,000 dollars—Rs. 68,05,000.

Shri N. M. Lingam: May I know whether the Norwegian Agreement for the development of marine fisheries has come into force?

Dr. P. S. Deshmukh: Yes, Sir. It is being implemented now. It was signed very recently.

Shri Kanungo: Arising out of the answer to (c), will the hon. Minister kindly say what is the quantity of fish brought by the traditional method and what is the quantity by the trawler method?

Dr. P. S. Deshmukh: I have not got the break-up.

Shri Kanungo: Is it contemplated that these power units will be fitted to the existing boats or that new types of boats will be designed?

Dr. P. S. Deshmukh: As far as possible to the old boats, so that the ordinary fishermen could take advantage of it.

Storage Accommodation at Mettupalayam Railway Station

***1877. Shri N. M. Lingam:** (a) Will the Minister of **Railways** be pleased to state whether representations have been received from the Merchants' Association of Mettupalayam regarding the inadequacy of storage accommodation for potatoes in that station?

(b) What **action do Government** propose to take in the matter?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shahnawaz Khan): (a) One representation was received by the Southern Railway.

(b) Arrangements are being made this year to maintain a steady supply of about 40 wagons per day in two placements and this should obviate the necessity for additional storage accommodation.

Tapioca

***1878. Prof. Mathew:** Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether Government have received an offer from the All-Kerala Agricultural Development Association for the supply of a million tons of tapioca flour as food for distribution through fair-price shops at the rate of four annas per lb. only; and

(b) whether the said Association has asked for any special help or encouragement in the matter of increasing the tapioca output in Kerala?

The Deputy Minister of Food and Agriculture (Shri M. V. Krishnappa): (a) and (b). A copy of the offer referred to in the Question has been received and is under examination of the Government of India.

Prof. Mathew: Is it a fact that the Travancore-Cochin Government have taken steps recently to ensure cheap supply of tapioca flour in different parts of the State so that any export of it will not hit the poor consumers badly?

Shri M. V. Krishnappa: Yes; it is a fact. When there was a rise in the price of tapioca, in order to help the poor people in Travancore Cochin, whose main food is tapioca, the Government have taken some measures to see that tapioca is supplied through the ration shops at certain reasonable prices.

Prof. D. C. Sharma: May I know whether tapioca fair price shops will be opened all over India?

Shri M. V. Krishnappa: This question, in fact, relates to the All-Kerala Agricultural Development Association who have offered 10 lakh tons of tapioca flour, as they call it, at the very cheap price of four annas per pound. Wheat flour or any other flour will cost 8 to 12 annas per pound and this Association is offering at the rate of four annas per pound. We are examining the whole question. They say it is as sweet as wheat flour or any other flour and that if they are given proper encouragement, they will open cafeterias throughout India. We are examining why we should not make use of the 10 lakh tons of flour offered by this Association.

Shri Bansal: Where is wheat selling at 8 annas or 12 annas a pound?

Shri M. V. Krishnappa: Not wheat; wheat flour.

Shri Bansal: Yes; wheat flour; where is it so selling?

Shri M. V. Krishnappa: Our imported cost sometimes comes to that though we supply at cheaper rates. You must know that we are subsidising this.

Shri Bansal: Eight annas per pound?

Shri A. M. Thomas: May I enquire whether the Food Ministry has enquired into the claims made by this Association with regard to the nutritive value of tapioca flour as well as palatability and if so, what has been the result?

Shri M. V. Krishnappa: We are just examining this question.

INLAND WATER TRANSPORT BOARD FOR SOUTH INDIA

***1881. Dr. Ram Subhag Singh:** Will the Minister of **Transport** be pleased to state:

(a) whether Government propose to set up an Inland Water Transport Board for South India;

(b) whether the opinions of the State Governments concerned have been elicited for setting up that Board; and

(c) how many State Governments of South India have expressed their willingness to contribute to the funds of that Board?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shahnawaz Khan): (a) Yes. A proposal to set up a Board for South India is under consideration by the Government. The budget for 1953-54 contains a provision of Rs. 2 lakhs towards the Central Government's contribution to that Board, if it is formed.

(b) and (c). The views of the Governments of Madras and Travancore-Cochin have been invited and are awaited.

Dr. Ram Subhag Singh: Arising out of the reply just given that the Central Government's share would be two lakhs, may I know what would be the share of the State Governments, and whether any share is being borne by them?

Shri Shahnawaz Khan: One lakh annually for the next three years.

Dr. Ram Subhag Singh: May I know whether only these two State Governments, Travancore-Cochin and Madras, are going to participate in this scheme or any other State?

Shri Shahnawaz Khan: The newly formed Andhra State might also participate.

Dr. Ram Subhag Singh: May I know how this Board is going to be constituted and what would be its functions?

Shri Shahnawaz Khan: The matter is still under consideration.

Shri Kanungo: Is there any proposal for constituting a Board for Eastern India?

The Deputy Minister of Railways and Transport (Shri Alagesan): There is already a Board called the Ganga-Brahmaputra Water Transport Board existing and it is working.

HOMOEOPATHY

***1882. Shri S. C. Samanta:** (a) Will the Minister of **Health** be pleased to state whether the proposals of the representatives of Homœopathy as endorsed by the Planning Commission have been considered by the Ministry?

(b) If so, what are the steps proposed to be taken during the Five Year Plan period, year-wise?

(c) What amount will be spent in all?

(d) How do the proposals differ from the recommendations of the Homoeopathic Enquiry Committee?

The Deputy Minister of Health (Shrimati Chandrasekhar): (a) to (c). The proposals are under consideration in consultation with the representatives of the Homoeopathic profession. It is not possible at this stage to give an idea of the expenditure likely to be incurred.

(d) The proposals are similar to the recommendations of the Homoeopathic Enquiry Committee.

Shri S. C. Samanta: May I know whether it is a fact that the State Governments were advised not to allow Homœopathic institutions to be opened after the establishment of the Homœopathic Enquiry Committee and if so, whether that order stands at present?

Shrimati Chandrasekhar: No, Sir.

Shri S. C. Samanta: May I know whether any special department is going to be opened for the implementation of the proposals both of the Five-Year Plan and of the Enquiry Committee?

Shrimati Chandrasekhar: There is a proposal to amalgamate the three Homœopathic colleges in Calcutta into one College where they can give Degree courses in Homœopathic medicine.

Shri S. C. Samanta: May I know why the recommendations of the Homœopathic Enquiry Committee for the consideration of the State Governments were issued earlier and why they were not issued simultaneously to the Medical Council of India so that their recommendations also would have come to the Ministry earlier and Government would have been able to take a decision in the matter?

Shrimati Chandrasekhar: There was a Committee formed. The Members of the homœopathic profession were called in December 1952. There was a meeting also of the Indian Medical Council and they were asked to submit a scheme. They have not yet submitted. As soon as a scheme is submitted, we will consider all the proposals.

Sardar A. S. Saigal: Will the Government consider the advisability of having representatives of homœopathy in the Medical Council organisations?

Shrimati Chandrasekhar: It is a matter of suggestion.

Shri S. C. Samanta: May I know whether there is any truth in the allegation that the Ministry being manned by Allopaths, this case is not being considered favourably?

Shrimati Chandrasekhar: No, Sir, that is not a fact at all.

GAMMA GLOBULIN

***1886. Sardar A. S. Saigal:** (a) Will the Minister of Health be pleased to state whether "Gamma Globulin", the component of human blood which fights infantile paralysis and measles can be used against small pox as it is antidote against small pox in India?

(b) Is it a fact that special "Gamma Globulin", called "hyperimmune serum" was used in India by Dr. C. Henry Kampe of the University of California Medical School?

(c) Is it a fact that some of the serum was administered to the people in New Delhi and they were ill with small pox?

The Deputy Minister of Health (Shrimati Chandrasekhar): (a) The use of Gamma Globulin prepared from the blood of persons who have suffered from measles is an accepted therapeutic measure for the treatment of measles. It cannot be used in the treatment of small-pox. Only such Gamma Globulin as has been prepared from the blood of those who have suffered from small-pox can be used in the treatment of small-pox. So far there is no evidence that it is an antidote against small-pox.

(b) Yes.

(c) No. The serum was administered to some patients suffering from small-pox.

चावल की खेती की जापानी रीति

*१८८७ **श्री विभूति मिश्र :** क्या खाद्य तथा कृषि मंत्री यह बतलाने की कृपा करेंगे कि :

(क) चावल की खेती के लिए उत्तरी बिहार में अपनाई गई रीति की तुलना में क्या जापानी रीति में कुछ विशेषताएं हैं और यदि हैं तो क्या-क्या विशेषताएं हैं ;

(ख) क्या सरकार किसानों को उतनी खाद देने के लिए तैयार है, जितनी कि जापानी रीति से होने वाली खेती में आवश्यक होती है ; तथा

(ग) क्या सरकार द्वारा चावल की खेती की जापानी रीति के प्रचार में कुछ राशि व्यय की गई है, और यदि की गई है तो राज्यवार कितनी कितनी ?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) The special features of the improved method which has come to be known as the Japanese method are:—

(i) Raised seedbeds for growing seedlings in the nursery,

(ii) Low seed rate for the nursery,

(iii) Heavy manuring of the crop in the nursery and later in the field;

(iv) Transplantation in rows in the field;

(v) Transplanting 4 to 5 seedlings per bunch, and

(vi) Interculturing in rice fields and weeding.

(b) Yes. All State Governments have been requested to estimate their requirements of fertilisers in connection with the campaign on Japanese method and the Government of India have agreed to make available the required quantity of fertilisers to them.

(c) On propaganda and publicity a sum of Rs. 29,048/7/- has been paid to date. Expenditure was not sanctioned on State-wise basis.

श्री विभूति मिश्र : मैं ने पूछा है कि नार्थ बिहार में जो धान की खेती होती है और यह जो जापानी मैथड की खेती होती है उनमें क्या अन्तर है ? धान की खेती के लिए पानी प्रधान चीज है और उसके बाद खाद। जहां खाद और पानी दिया जायगा वहां धान होगा ही। तो जापानी मैथड में क्या फर्क है ?

Dr. P. S. Deshmukh: May I draw the hon. Member's attention to the pamphlets we have published? I think he will find complete information there.

श्री विभूति मिश्र : उपाध्यक्ष महोदय, हम लोग हिन्दुस्तान में अनन्त काल से धान की खेती करते चले आ रहे हैं और यह जो जापानी मैथड से खेती की जाती है अगर इसका आधा खाद और पानी भी दिया जाय तो हम इससे काफी ज्यादा धान पैदा कर सकते हैं। तो क्या यह राष्ट्रीय स्वाभिमान के खिलाफ नहीं है कि जब हम इस काम को ज्यादा अच्छा कर सकते हैं फिर भी दूसरे देश की नकल करें।

Dr. P. S. Deshmukh: I haven't followed the whole question, Sir. If it is the contention of my hon. friend that we are doing the paddy cultivation in the best possible way, I would like to submit that there should have been no deficiency in rice if we were doing it properly. I think there are definite advantages in the Japanese method.

Shri Bibhuti Mishra *rose*—

Mr. Deputy-Speaker: No. Mr. S. N. Das.

Shri S. N. Das: May I know whether the cost of cultivation of paddy per acre by the Japanese method has been calculated? How does it compare with the cost of production by the Indian method?

Dr. P. S. Deshmukh: I would very respectfully like to submit, Sir, that it does not seem that hon. Members have cared to go through the information already supplied. Very detailed information on this point has already been supplied to the House.

Shri S. N. Das: I wanted to know how the cost of cultivation by the Japanese method compares with the cost of the Indian cultivation.

Dr. P. S. Deshmukh: The cost is more but the benefit is also very much larger.

Shri Altekar: May I know what arrangements are made by the Government to give instructions to the peasants in respect of this Japanese method of rice cultivation?

Dr. P. S. Deshmukh: Thousands, if not lakhs, of demonstrations have been given all over the country so far as this method is concerned.

श्री आर० एन० सिंह : क्या मैं यह जान सकता हूं कि कुछ प्रान्तों में इस जापानी मैथड से अधिक देशी मैथड से धान पैदा किया जाता है ?

डा० पी० एस० देशमुख : जी हां, काफी जगहों में।

Shri T. K. Chaudhuri: May I know, Sir, what is the cost per maund of paddy produced by the Japanese method and the cost per maund produced by the Indian method? Has there been any comparison made?

Dr. P. S. Deshmukh: If my friend wants to know so far as the produce is concerned, per maund it would cost far less in the case of the Japanese method than in the case of the ordinary method.

Shri Jasani: May I know whether any arrangement has been made for the manufacture of implements required for this method of cultivation?

Dr. P. S. Deshmukh: Steps are being taken to manufacture and supply, of course, on an experimental basis at the present moment, of certain implements which are considered useful for the implementation of this method.

شری غلام قادر : کیا میں یہ جان سکتا ہوں کہ کیا کشمیری میتھڈ کو بھی عمل میں لایا گیا ہے جس سے کہ ایک ایکڑ زمین میں ساٹھ من کی پیداوار ہوتی ہے ?

[**Shri Ghulam Qader:** May I know whether the Kashmiri method, which yields a produce of 60 maunds per acre, has also been employed?]

डा० पी० एस० देशमुख : हम साठ मन से भी ज्यादा पैदावार करना चाहते हैं और इसलिये हम इस मैथड को इस्तेमाल कर रहे हैं ।

Shri Bansal: The hon. Minister just now said that the cost of the Japanese method would be far less than the Indian method. What is the percentage of this difference?

Dr. P. S. Deshmukh: My hon. friend did not care to listen to the question or the answer carefully. I said per maund cost so far as the production is concerned. The production according to the Japanese method has varied from 6,000 lbs. to about 11/12,000 lbs. Now, if you compare the cost per maund of yield of paddy in the two cases, the cost is less.

Shri Bansal: The question was: "What is the cost per maund of production of rice?" He said it would be far less. I want to know the percentage of that "less".

Dr. P. S. Deshmukh: The question definitely was regarding the cost per maund of yield.

Mr. Deputy-Speaker: Yield. That is what I thought. Enough of rice.

Next question.

KHOWAI-KALYANPUR AND KALYANPUR-TELIAMURA ROADS

***1888. Shri Dasaratha Deb:** Will the Minister of **Transport** be pleased to state:

(a) whether lands of a large number of peasants have been either requisitioned by Government in constructing the Khowai-Kalyanpur and Kalyanpur-Teliamura Roads (Tripura); and

(b) if so, whether Government would grant compensation to all whose lands have been affected?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shahnawaz Khan): (a) Lands of 302 peasants for Khowai-Kalyanpur road and of 42 peasants for Kalayanpur-Teliamura road have been acquired.

(b) Yes, as soon as possible.

Shri Dasaratha Deb: What is the maximum and minimum amount that is to be given to the peasants concerned as compensation per acre?

Shri Shahnawaz Khan: The amount of compensation to be paid to the peasants is determined by the Land Acquisition Officer.

Kumari Annie Mascarene: May I know whether Government proposes to give these people substitute land elsewhere?

Shri Shahnawaz Khan: No, Sir.

Shri Biren Dutt: Is it a fact that in respect of the land taken over so far in Tripura for road construction no compensation has yet been paid, and is it also the case for the Assam-Agartala Road or any other road?

Shri Shahnawaz Khan: The question related to a different road, and not to the Assam-Agartala Road.

Shri K. K. Basu: May we know how long the Land Acquisition Officer will take to determine the compensation that is to be given to these peasants? Is there any time limit fixed by the Government?

Shri Shahnawaz Khan: There is no time limit fixed. It depends on a number of factors.

The Deputy Minister of Railways and Transport (Shri Alagesan): These lands were taken possession of only at the end of 1952, and it is rather too soon.

MOBILE MEDICAL UNITS IN TRIPURA

***1889. Shri Dasaratha Deb:** Will the Minister of **Health** be pleased to state:

(a) whether any mobile medical unit has been arranged in Tripura for preventing epidemic in rural areas during the current year;

(b) if so, how many of such units and in which area or areas such units are operating; and

(c) if not, whether Government propose to introduce such units in the near future?

The Deputy Minister of Health (Shrimati Chandrasekhar): (a) Yes.

(b) One. This unit will operate throughout the rural areas as far as possible.

(c) Does not arise.

Shri Dasaratha Deb: How much money was allotted to each unit for working?

Shrimati Chandrasekhar: There is only one unit which is working in Tripura State, but the cost of one unit is about Rs. 35,000. The maintenance is looked after by the State Government.

Mr. Deputy-Speaker: Next question.

Shri M. R. Krishna rose—

Mr. Deputy-Speaker: Does the hon. Member come from Tripura State? I have called the next question.

EXPORT OF MONKEYS

*1891. **Pandit Lingaraj Misra:** (a) Will the Minister of **Food and Agriculture** be pleased to state the number of monkeys exported to America year by year, for the past three years, for use in experiments in Scientific Research Laboratories?

(b) What is the average annual dollar earning to the country and what is the amount accruing to the Government of India by way of export duty or other levies on account of this trade?

(c) Has the attention of the Minister been drawn to some leaflets recently circulated by the India Society for the Protection of Animals, Woodside Park, London, enclosing the Reprint of an **article "The Zeigler** Monkey-chair" by an eminent Medical expert, depicting the horrible cruelties perpetrated on living monkeys in the process of these scientific experiments?

(d) Have Government considered the advisability of putting a stop to the export of monkeys from this country for such inhuman purposes?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) and (b). A statement giving the available information is placed on the Table of the House. No export duty is levied on the export of monkeys.

(c) Yes. The advice given is that medical research is carried out under anaesthesia and controlled conditions, and the animals used for this purpose are treated in a humane manner.

(d) As the experiments carried out on these animals promote the cause of medical science, it is not considered desirable to stop their export.

STATEMENT

Number and value of exports of Monkeys to U. S. A. and Canada.

Year	No. of Monkeys exported to U.S.A.	Value of exports to U.S.A. ('000 Rs.)	No. of monkeys exported to Canada	Value of exports to Canada (in '000 Rs.)
1950-51	20,690	145	..	..
1951-52	40,749	324	50	1
1952-53	13,062	197	115	2

Shri A. M. Thomas: May I know whether any monkeys are being used in our Research Laboratories?

Dr. P. S. Deshmukh: I have no information, Sir.

Shri K. K. Basu: What are the reasons for not levying an export duty on monkeys? Is it over-abundance?

Dr. P. S. Deshmukh: Yes, Sir. Too much abundance, and it is a nuisance to the cultivators. The more they go out the better it will be for us.

Shri Dabhi: May I know if there are any special reasons why India should take upon itself the responsibility for the supply of monkeys for this horrible and inhuman purpose of vivisection?

Dr. P. S. Deshmukh: We are only supplying a demand. As I said, it is a menace to our cultivators, and we would be very glad if we are rid of them.

Dr. M. M. Das: I would like to know whether the trade in monkeys is carried on on a Government to Government basis or through some private business in India and the importing countries.

Dr. P. S. Deshmukh: So far as my information goes, Sir, it is in private hands.

श्री पी० एस० राजभोज : मैं यह जानना चाहता हूं कि यह मंकीज साउथ में ज्यादा होते हैं या नार्थ में ज्यादा होते हैं ?

Mr. Deputy-Speaker: We are dealing with export, not their production.

सरदार ए० एस० सहगल : क्या माननीय मंत्री महोदय यह बताने की कृपा करेंगे कि ऐसे कौन कौन से लोग हैं जो कि इसका रोजगार करते हैं और क्या वे यहां उपस्थित हैं ?

डा० पी० एस० देशमुख : मुझे मालूम नहीं है ।

Many Hon. Members *rose*—

Mr. Deputy-Speaker: Should we spend so much time on monkeys?

THE CONVENTION RESOLUTION OF 1949

*1892. **Shri K. C. Sodhia:** (a) Will the Minister of **Railways** be pleased to state whether the Convention Resolution of 1949 is still in force?

(b) If so, how is its clause (4) being put into effect if the capital invested in Railways is not ascertained?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shahnawaz Khan): (a) Yes, it is still in force.

(b) There is no difficulty in giving effect to clause 4 of the Convention Resolution of 1949 as the capital invested in Railways is a definitely ascertainable sum.

Shri K. C. Sodhia: How do we calculate the interest if we do not know the sum invested in its entirety?

The Deputy Minister of Railways and Transport (Shri Alagesan): It is a definitely ascertainable sum and the interest is calculated at 4 per cent.

Shri K. C. Sodhia: We must know the capital before we can calculate the interest.

Mr. Deputy-Speaker: With respect to such matters as these, the Resolution of the Convention is a matter of record. The details will kindly be studied by the hon. Member before he pursues this question.

Shri K. C. Sodhia: I have been studying it for the last one month, Sir.

Mr. Deputy-Speaker: What is the question?

Shri K. C. Sodhia: My question is: unless there is the valuation of the capital locked up in the Railways, how is it possible to calculate the interest and how is it possible to take that interest from the Railway earnings to the Central exchequer?

Shri Alagesan: I may inform the hon. Member that the capital is a definitely ascertainable sum, and on that sum 4 per cent. interest is calculated.

Shri K. C. Sodhia: Are we not adding every year to that capital?

Shri Alagesan: Yes, Sir.

Mr. Deputy-Speaker: I find there is a confusion as regards the capital at charge and the total value of all the assets. It does not depend upon the value of the assets. Every budget gives the amount that has been lent or the capital at charge so far as the Railways are concerned. I do not think it is necessary.....

Shri K. C. Sodhia: We are investing every year a certain amount of capital. What is that capital up to date? That is what I want to know.

Shri Alagesan: I may inform the hon. Member that for the year 1952-53 the capital at charge for purposes of paying dividend was computed at Rs. 825·84 crores.

FREE MARKET OF FOODGRAINS

*1893. **Shri K. C. Sodhia:** (a) Will the Minister of **Food and Agriculture** be pleased to state whether Government propose to introduce free market in various foodgrains along with rationing in the rationed areas?

(b) If not, what are the chief difficulties in the matter?

The Deputy Minister of Food and Agriculture (Shri M. V. Krishnappa): (a) The introduction of free market in various foodgrains in different States along with Government distribution through fair price shops has been made during the last several months. Even in the statutorily rationed areas there is now a free market so far as coarse grains and wheat flour are concerned. Wherever the extension of the idea of free market along with Government distribution as a safeguard is desirable or feasible, the Centre will generally not oppose such a proposal from the State Governments.

(b) Does not arise.

Shri K. C. Sodhia: Who will make the proposal in the case of Delhi?

Shri K. K. Basu: Members of Parliament.

Shri M. V. Krishnappa: The Delhi State Government will have to make the suggestion.

Mr. Deputy-Speaker: There is a State Government in Delhi.

Shri Dabhi: May I know, Sir, what are the special difficulties in removing rationing from small towns having a population of less than one lakh where it is still in force?

Shri M. V. Krishnappa: In almost all the States where the food scarcity is not very much, we have really removed controls, whereas in States like Bombay, from which the hon. Member comes, and which are highly deficit, we ought to exercise utmost care and vigilance in regard to the relaxation of controls. If these relaxations are found profitable, we are prepared to do so by all means, but if they are found harmful, we must bring it back to controls again, that is the policy of Government. We must exercise utmost care and vigilance because of the acute shortage of some of the main cereals like rice and wheat.

CONTRIBUTION TO FOOD AND AGRICULTURE ORGANISATION

*1894. **Shri K. C. Sodhia:** (a) Will the Minister of **Food and Agriculture** be pleased to state on what principles the annual contribution to the Food and Agriculture Organisation is given?

(b) Has there been any increase in the budget under this Head?

(c) What is the machinery to settle this amount?

(d) For what purpose is it given?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) The annual contribution to the F. A. O. is based on the national income of each Member Nation.

(b) The annual contribution of India was fixed at 268,324 dollars for the years 1952 and 1953. On a special representation made to the F.A.O., an *ad hoc* emergency relief of $37,902 was accepted during 1952 and India paid only $ 2,30,422·50.

(c) The contribution for each Member Nation is fixed at the F.A.O. Conferences which are held once in two years and on the advice of Special Committee on financial control.

(d) To meet the working expenses of the Organisation for which all Member countries pay contribution according to prescribed scale.

Shri K. C. Sodhia: What are the services that this Organisation does to us?

Dr. P. S. Deshmukh: They are mentioned in the statement of functions of the Food and Agriculture Organisation, Sir. It is from them that we receive some technical aid; classes are held and training centres subsidised and financed. We also get some assistance in regard to locust control and some other schemes.

Shri S. C. Samanta: May I know, Sir, whether this Food and Agricultural Organisation, of which India is an out and out member, meets the expenses of delegations from India to the F.A.O. conferences?

Dr. P. S. Deshmukh: No, Sir. We have to pay for our delegation's expenses excepting those who are official members who happen to be on Committees and Councils. The expenses of the latter are met by the F.A.O.

Dr. Suresh Chandra: May I know, Sir, the number of Indians working in this Organisation?

Dr. P. S. Deshmukh: There is a fairly good number of Indians. Very often we agitate that our number there is disproportionate to our contribution and so on. I have not got the complete information here.

Shri K. K. Basu: May I know, Sir, whether we are expected to pay any amount other than this contribution for the technical advice or help we receive from this Organisation?

Dr. P. S. Deshmukh: Ordinarily not, Sir, unless we ask specially for some expert, in which case probably we may have to pay.

MANUFACTURE OF GAS FROM COW-DUNG

*1897. **Shri Jhulan Sinha:** Will the Minister of **Food and Agriculture** be pleased to state the steps, if any, taken to examine the economies of the plant used for the production of Combustible gas from cow-dung?

The Minister of Agriculture (Dr. P. S. Deshmukh): A large size plant is being set up at the Indian Agricultural Research Institute. It is expected that the assembling, welding and erection of this plant will be completed by the end of May 1953. The experimental work and analysis of the gas will then be started.

Shri Jhulan Sinha: May I know, Sir, if in view of the economy and utility of the plant, Government propose to manufacture such plants

in their own factories or give encouragement to commercial lines already engaged in it?

Dr. P. S. Deshmukh: We have no factory of our own where we could manufacture this, Sir. But if it is proved that economically it is a sound proposition, then I am sure some private industrialists will take it up.

Shri Jhulan Sinha: May I know, Sir, if Government are aware that there is a firm at Bombay manufacturing gas plants exactly on the same pattern as this plant?

Dr. P. S. Deshmukh: Yes, Sir. I not only know about it, but I have seen the manufacture of these plants. We have yet to come to a definite conclusion, whether it is perfect and if there are any suggestions to be made to improve them further, we will pass them on to the industry.

Shri Jhulan Sinha: May I know, Sir, if the gas plant manufactured at Bombay—known as the Gram Lakshmi Gas Plant—has been examined by the Government to find out its efficacy?

Dr. P. S. Deshmukh: Yes, Sir. It is being tried in the I.C.A.R. and we are trying to find out whether it is suitable.

Shri Thanu Pillai: May I know, Sir, how the production of gas from cow-dung will affect the manure position?

Dr. P. S. Deshmukh: So far as we are concerned, Sir, it will not. The stuff left after gas is taken out is more or less suitable or equally suitable as cow-dung for manure purposes.

Mr. Deputy-Speaker: Yes, Shrimati Kale.

Shrimati A. Kale: I wanted to ask the same question.

Mr. Deputy-Speaker: Next question.

Committee to Enquire into Prevalence of Corruption in Railways

***1898. Shri A. M. Thomas:** (a) Will the Minister of **Railways** be pleased to state whether any Committee has been constituted to enquire into the prevalence of corruption in Railways?

(b) If so, who are its Members?

(c) If not, what are the reasons therefor?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shahnawaz Khan): (a) to (c). The Committee has not yet been constituted. The matter is under active consideration of the Government.

Shri A. M. Thomas: In view of the assurance given by the Minister for Railways in reply to the general discussion on the Railway Budget, what is the reason for the delay in constituting the Committee?

The Deputy Minister of Railways and Transport (Shri Alagesan): It will be constituted very shortly.

Telephone Exchange at Ernakulam

***1899. Shri A. M. Thomas:** (a) Will the Minister of **Communications** be pleased to state whether Government sanctioned the expansion of the Telephone Exchange at Ernakulam (Travancore-Cochin)?

(b) Has the work in connection with the same been started?

(c) If not, why?

(d) How many connections are there now from the present Exchange?

(e) What is the number of pending applications?

The Deputy Minister of Communications (Shri Raj Bahadur): (a) Yes.

(b) Yes.

(c) Does not arise.

(d) 284 direct connections with 59 extensions.

(e) 239.

Shri A. M. Thomas: May I enquire, Sir, whether any assistance was sought for from the State Government to lodge a new Exchange and, if so, what has been the result?

Shri Raj Bahadur: As a matter of fact, Sir, in view of the existing demand for a larger number of phones we have, on our own initiative, ordered for the installation of a Board with a larger number of connections, namely 500 to 600 C. B. Multiple Board. We have got the Board and the installation is being taken in hand.

Shri A. M. Thomas: My information is that the Board was received there a year back and I want to know when we can expect the installation there.

Shri Raj Bahadur: The whole project was sanctioned on the 3rd March, 1952. I do not think the Board could have reached there a year back, because, after the sanction of the project, some time must have been taken for the manufacture of the Board.

Shri A. M. Thomas: May I know whether, in view of the close proximity of the various Exchanges in that area, Ernakulam, Wellington Island, Port Cochin, and Cochin, the Government has enquired into the possibility

of having a unified automatic exchange in that area?

Shri Raj Bahadur: Sir, in view of the fact that the capacity for production of automatic equipment is limited in our factory, it is not possible to extend the automatic telephone facilities in this area immediately. That can follow in due course.

Licensed Coolies

*1900. **Shri K. Subrahmanyam:** (a) Will the Minister of Railways be pleased to state the service conditions of the railway licensed coolies?

(b) Do they vary from zone to zone and if so, why?

(c) Who does the loading and unloading of parcels from trains?

(d) Are these parcel porters employed by the Railways?

(e) If so, what are the emoluments paid to them?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shahnawaz Khan): (a) and (b). Railway licensed coolies are not Railway servants and the question of service conditions does not therefore arise. They are either employed by contractors on terms settled between the parties concerned or licensed by Railways on collection of a monthly licence fee. The terms and conditions of employment by contractors and also the licence fees collected by Railways vary in the light of local conditions.

(c) The loading and unloading of parcels from trains is as a rule done by regular parcel or station porters who are railway servants, assisted if necessary by licensed porters. On some Railways, however, at places it is done entirely by licensed porters referred to under (a) and (b) above and in a few cases the Station Master is paid a lump sum amount based on the traffic handled and he engages casual labour for the purpose. The licensed porters are paid for the loading and unloading work done by them.

(d) Regular parcel porters are employed by Railways, while the licensed porters and the casual labour engaged by the Station Masters are not railway servants.

(e) The regular parcel porters are on the scale of Rs. 30—½—35. They also get in addition the usual dearness, compensatory and house rent allowances as permissible under the rules.

Shri K Subrahmanyam: Is it a fact, Sir, that in the Southern Railway there is a monthly salary basis and in the Eastern Railway the monthly salary basis is not there for these porters?

The Deputy Minister of Railways and Transport (Shri Alagesan): In the Southern Railway there is no contract system and on the Eastern Railway also, in many stations, the contract system has been abolished and de-casualisation has been introduced.

Shri K. Subrahmanyam: Has Government received any memorandum from the Eastern Railway Parcel Workers' Union and has the Government considered the memorandum and are making any proposals?

Shri Alagesan: The scheme of decasualisation is being carried out, Sir.

Shri Muniswamy: May I know whether there are any restrictions in issuing these licences regarding the number of coolies in particular junctions?

Shri Alagesan: That depends on the particular station and the conditions prevailing there.

Shri K. K. Basu: What is the minimum and maximum licence fee paid by these porters, because I am told it varies from place to place?

Shri Alagesan: Yes, Sir, it varies. The maximum is Rs. 4.

Match-wood Plantation

*1901. **Shri Madiah Gowda:** Will the Minister of Food and Agriculture be pleased to state:

(a) how many acres of match-wood plantations have been raised in U.P., Assam, Travancore-Cochin, Madhya Pradesh and Madras; and

(b) what amount of subsidy is paid to each for the years 1951-52 and 1952-53?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) Area of match-wood plantations in States:—

(1)	Uttar Pradesh	1452 acres
(2)	Assam	750 "
(3)	Travancore-Cochin	400 "
(4)	Madhya Pradesh	Nil "
(5)	Madras	150 "

(b) No subsidy was paid during 1951-52. During 1952-53 following subsidy was paid to these States:

(1) Uttar Pradesh Rs. 44,289.

(2) Assam Rs. 5,293.

(3) Travancore-Cochin Rs. 1,454
(4) Madhya Pradesh Rs. Nil
(5) Madras Rs. 2,965.

Madhya Pradesh has joined the scheme from 1-4-53 only.

Shri Madiah Gowda: May I know whether the production of match-wood is sufficient for the country's consumption?

Dr. P. S. Deshmukh: This I could not say; I have got information only as to what we are doing.

Shri Badshah Gupta: May I know, Sir, the areas in U.P. in which match-wood cultivation is being carried on?

Dr. P. S. Deshmukh: It is 1452 acres under the scheme, Sir.

SURVEY OF GROUND WATER RESOURCES

*1903. **Shri Buchhikotaiah:** Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether and if so, how many American Experts have been or are expected to be invited under the Technical Co-operation Agreement for the survey of India's Ground water resources;

(b) how long they will stay;

(c) the total amount of money to be spent on them; and

(d) whether the work is to be carried on by Indian or foreign contractors?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) Yes. Two.

(b) Nearly three years.

(c) About Rs. 27,000/-.

(d) Tenders will shortly be invited for the purpose and the work will be entrusted to the lowest reliable tenderers who have necessary experience and resources to undertake the work.

Shri Buchhikotaiah: Up till now what is the progress of the work carried on by foreign experts?

Dr. P. S. Deshmukh: Sir, the whole agreement has been placed on the Table of the House. So far as the digging of the wells is concerned, there will be no expert employed. The experts will be employed only for survey. The Agreement was signed recently and the work has yet to commence.

Shri Buchhikotaiah: What are the measures adopted by the Goverment in this field to enthuse national talents?

Dr. P. S. Deshmukh: So far as tube-wells are concerned, Sir, I do not think there is any need for the enthusing of people.

Shri Meghnad Saha: What happened to the labours of the Paniwala Maharaj?

Dr. P. S. Deshmukh: That has been dealt with some time back, Sir. I had already given a detailed reply.

Shri K. K. Basu: May I know whether any Indian scientists with geological knowledge are associated with these foreign experts?

Dr. P. S. Deshmukh: Sir, we have tried to utilise available scientists in India. So far as association is concerned I am not sure, but I expect there would be.

U. S. TECHNICAL CO-OPERATION AID

*1905. **Shri Buchhikotaiah:** Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether it is a fact that Government have signed three Operational Agreements with the U.S.A. under U.S. Technical Co-operation Aid in April, 1953 for the construction of 650 additional tube-wells in Punjab and Uttar Pradesh etc.;

(b) if so, whether a copy of the Agreement will be placed on the Table of the House; and

(c) whether any American experts will be invited for the operation of the Agreements?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) No. Only one supplementary Agreement to Operational Agreement No. 6 has been signed on 20th April, 1953 for the construction of 650 tube-wells in Uttar Pradesh, Bihar and Punjab States in addition to the 2,000 tube-wells provided in the main Agreement.

(b) Yes. A copy of the Agreement is placed on the Table of the House. [*See* Appendix XI, annexure No. 26.]

(c) No.

RAILWAY SIDINGS

*1906. **Shri Deogam:** Will the Minister of **Railways** be pleased to state:

(a) whether it is a fact that some parties had requested for permission to construct sidings at their own cost for loading of iron ore at Badampahar and Kuldiha on the ex-B.N. Railway during the period 1949-52;

(b) whether it is a fact that this was turned down;

(c) whether it is a fact that Government thereafter constructed sidings at the above stations mainly for loading of iron ore;

(d) the amount spent on construction of sidings at Badampahar and Kuldiha; and

(e) the names of the mine-owners whose iron ore is loaded along with tonnage that was loaded during the year 1952 by each mine-owner, separately at each of the stations referred to in part (a) above?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shahnawaz Khan): (a) Yes.

(b) Yes.

(c) Yes.

(d) Badampahar .....Rs. 86,726/-
Kuldiha ..... Rs. 1,33,362/-.

(e) A statement showing the tonnage of iron ore despatched by each consignor from these stations during 1952 is laid on the Table of the House. [*See* Appendix XI, annexure No. 27.]

श्री देवगम : क्या म जान सकता हूं कि दरख्वास्तकारियों को अपने खर्च से साइडिंग बनाने की परमिशन क्यों नहीं दी गई ?

श्री शाहनवाज खां : जिस वक्त उन्होंने यह पेशकश की थी, उस वक्त वहां हमारे पास वह आइरन और तोलने के लिए बंदोबस्त नहीं था, इसलिए उसको कबूल नहीं किया ।

WRITTEN ANSWERS TO QUESTIONS

Accident at Bridge over Tidding River

***1872. Shri Gohain:** Will the Minister of **Transport** be pleased to state:

(a) whether it is a fact that an accident occurred last year at the suspension bridge over Tidding river on L.V. Road in Mishni Hills District;

(b) what were the causes of the accident;

(c) how many lives, if any, were lost and how many persons injured as a result of the accident;

(d) whether the affected persons were on duty and if so, whether compensation has been paid to the injured persons and families of the dead; and

(e) whether steps have been taken to prevent such accidents in future?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shahnawaz Khan): (a) Yes.

(b) Overloading due to a number of persons rushing across the bridge which was nearing completion.

(c) Three dead and nine injured.

(d) The affected persons were on duty and compassionate grants have been awarded.

(e) Yes.

Recruitment for Aeronautical Training

***1879. Shri Vittal Rao:** (a) Will the Minister of **Communications** be pleased to state whether it is a fact that the Indian National Airways Ltd., recruit youngmen for training in aeronautical training?

(b) If so, what are the terms of this recruitment?

(c) How many youngmen have so far been trained by the Company since 1947 (year-wise)?

(d) What is the syllabus of theoretical and practical instructions given to these trainees?

The Deputy Minister of Communications (Shri Raj Bahadur): (a) Yes, Sir.

(b) I lay on the Table of the House copies of the standard forms of agreements to be executed by trainees which set out the terms of recruitment in respect of Pilots and Traffic and Operations Clerks. [*Copy placed in the Library. See No. S-65/53.*]

Apprentice mechanics are paid Rs. 25/- as pocket money during their training period lasting for 2 to 3 years.

(c) I lay on the Table a statement giving the required information. [*See* Appendix XI, annexure No. 28.]

(d) The pilot trainees are given 300 hours of flying experience as co-pilots to enable them to undergo the Dakota edorsement course at the Civil Aviation Training Centre, Allahabad, for

obtaining a permanent endorsemet on their Commercial 'B' flying licences, for Dakotas aircraft. The Traffic and Operations Clerk trainees are attached to the various sections such as Passenger Booking, Cargo and Accounts and Airport duties till they acquire proficiency in each type of work. The trainees work under the guidance and supervision of senior members of staff in each of these sections. In respect of the Ground Engineer and Apprentice Mechanics, I lay on the Table a statement giving the syllabus and schedule of training. [*Copy placed in the Library. See No.* S-65, 53.]

INDIAN NATIONAL AIRWAYS LTD.

*1880. **Shri Vittal Rao:** (a) Will the Minister of **Communications** be pleased to state whether trainees in the Indian National Airways Ltd., are awarded any diploma after their training period is completed?

(b) If so, who conducts their examinations and tests?

(c) Do the Government of India recognise this training for jobs in the Aviation Department?

(d) If so, do Government get regular progress reports regarding the trainees?

(e) In what other ways do Government supervise and check up the training and examination of these trainees?

The Deputy Minister of Communications (Shri Raj Bahadur): (a) No diplomas are awarded by the Company.

(b) Examinations for Ground Engineers' Licences are conducted by the Civil Aviation Department. Dakota endorsements are also issued by the Civil Aviation Department after the pilots undergo the Dakota endorsement courses at the Civil Aviation Training Centre, Allahabad.

(c) Yes. Holders of the Dakota endorsements and of Ground Engineers' licences are eligible for employment in the Civil Aviation Department.

(d) No. Such reports are not considered necessary.

(e) The pilot trainees have to report at the Civil Aviation Training Centre, Allahabad for further training. The Traffic and Operations Clerks are trained only for employment in the Company. As regards Ground Engineer and Mechanic Trainees, the workshop attached to the Company has been approved by Government for purposes of practical experience necessary for appearing for the Ground Engineers' Licence Examinations. The workshop is also periodically inspected by the Controller of Aeronautical Inspection of the Civil Aviation Department to ensure that proper standards are maintained.

CLAIMS *re* POSTAL LIFE INSURANCE POLICIES

*1883. **Shri M. S. Gurupadaswamy:** Will the Minister of **Communications** be pleased to state:

(a) how many cases of claims regarding Postal Life Insurance Policies, whose holders died before 1947, are pending for settlement by Government;

(b) whether it is a fact that due to destruction of record during the World War II and Partition disturbances, some original documents cannot be produced; and

(c) if so, how Government propose to settle such claims?

The Deputy Minister of Communications (Shri Raj Bahadur): (a) 44

(b) Yes.

(c) Under the rules, claims in such cases are settled after obtaining an indemnity bond with two solvent sureties. Cases of real hardship in procuring sureties to the indemnity bond are considered on their individual merits and exemptions are granted where justified.

NILGIRI EXPRESS

*1884. **Shri S. V. Ramaswamy:** (a) Will the Minister of **Railways** be pleased to state whether it is a fact that three Express trains on the Broad Gauge proceeding towards Madras reach Madras in the morning so late that it is not possible to catch the planes which leave Madras aerodrome in the morning and carry (Postal) mails?

(b) Have any representations been made to run at least one Express train so as to reach Madras by 6 A.M.?

(c) Is it a fact that the Nilgiri Express will be run to reach Madras before 6 A.M. so that passengers and Mails may be able to leave by the morning planes?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shahnawaz Khan): (a) The three express trains on the Broad Gauge arrive at Madras Central at 7.15 hours, 7.30 hours and 8.20 hours respectively nad the three early morning planes

leave Meenambakkam aerodrome at 7.00 hours, 7.30 hours and 8.30 hours respectively.

(b) No.

(c) No.

RAILWAY TELEGRAPH OFFICES

*1885. **Shri S. V. Ramaswamy:** (a) Will the Minister of **Communications** be pleased to state whether the Railway telegraph offices are precluded from booking late-fee telegrams to be transmitted through Departmental telegraph offices?

(b) Is there any proposal to amend the rules suitably to enable Railway telegraph offices to handle late fee telegrams also?

The Deputy Minister of Communications (Shri Raj Bahadur): (a) Yes.

(b) Yes and it is being considered by the Railway Board.

NON-PAYMENT OF SUGAR-CANE PRICE TO GROWERS IN U. P.

*1890. **Shri B. N. Roy:** Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether it is a fact that some amount of price of sugar-cane supplied by the cane growers in U.P. in 1951-52 season has not yet been paid;

(b) if so, the amount to be paid; and

(c) whether Government propose to take some steps for payment of price to the cultivators?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) Yes.

(b) Out of a total cane price of Rs. 41 crores only about Rs. 36 lakhs remained unpaid on 1st April, 1953. A considerable part of the balance is also reported to have been cleared during April, 1953.

(c) The State Government is already taking all possible measures to get the arrears of cane price cleared by the mills as early as possible.

RE-IMBURSEMENT OF MEDICAL EXPENSES

*1895. **Pandit M. B. Bhargava:** Will the Minister of **Railways** be pleased to state:

(a) whether it is a fact that the Railway Board has issued instructions to consider 'All Government Hospitals for Women throughout India' eligible for reimbursement of medical expenses incurred on the families of Railway servants;

(b) whether Government are aware that the Government Civil Hospital at Ajmer is not considered eligible in terms of the above; and

(c) if so, whether Government propose to consider the advisability of having the same included?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shahnawaz Khan) (a) Yes.

(b) Yes, as it is not a hospital for women.

(c) The matter is under consideration.

NON-SELECTION GRADES POSTS IN RAILWAYS

*1896. **Pandit M. B. Bhargava:** Will the Minister of **Railways** be pleased to state:

(a) the number, category and grades of non-selection posts in Class I, II and III Railway services as on the 31st March, 1952 and 31st March, 1953;

(b) whether the promotion to the aforesaid non-selection posts in all the three Classes of services is effected according to seniority; and

(c) if not, whether the Minister will be pleased to state the number of cases during 1951-52 and 1952-53, that have been overlooked in each category of service?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shahnawaz Khan): (a) Information in respect of Class I and Class II Railway Services is given in the statement laid on the Table of the House. [*See* Appendix XI, annexure No. 29.]

For Class III Railway Services each Railway so far had its own lists of selection and non-selection posts and the question of prescribing an uniform list is still under examination by the Railway Board.

(b) Promotion to non-selection posts is effected according to seniority subject to suitability.

(c) It will be a tremendous task to collect information with regard to the number of cases of senior men overlooked due to unsuitability.

AIR-CONDITIONED COACHES

*1902. { Dr. Amin: / Shri Kamal Singh:

Will the Minister of Railways be pleased to state:

(a) whether air-conditioned coaches have been attached to trains on lines on which such coaches were not previously running in view of the Government's recent proposals; and

(b) if so, the lines and the period for which these coaches have been running?

The Parliamentary Secretary to the Minister of Railways and Transport (Shri Shahnawaz Khan): (a) and (b). From 21-3-53 a weekly air conditioned service has been introduced on the 73 Up and 74 Down Punjab Mail trains between Howrah and Amritsar.

POSTS AND TELEGRAPHS UNION

*1904. **Shri Punnoose:** Will the Minister of **Communications** be pleased to state:

(a) whether it is a fact that replying to the debate in the House last year on Supplementary Grants to the Ministry, he said that he would encourage the formation of a single Union in the Posts and Telegraphs services and reduce the multiplicity of Unions and Associations as a matter of labour policy and in the interest of the employees;

(b) how many new Posts and Telegraphs Unions and Associations have been accorded recognition or granted the right to submit representations and be accorded the privileges of recognised Unions, after he assumed charge of the Ministry; and

(c) whether it is a fact that an Association named "The Telegraph Traffic Staff (Ministerial) Association" has since been granted the privileges of recognised unions?

The Deputy Minister of Communications (Shri Raj Bahadur): (a) Yes.

(b) Only one P. & T. Union, *viz.*, the Telegraph Traffic Staff Association (Ministerial) has been permitted, as a special case, to submit representations.

(c) Government have permitted the entertainment of references from the Telegraph Traffic Staff Association (Ministerial) and the grant of other privileges appertaining thereto, but the Association has not been granted formal recognition.

कृषि-पंडित

*१९०७. श्री विभूति मिश्र : (क) क्या खाद्य तथा कृषि मंत्री यह बतलाने की कृपा करेंगे कि क्या धान तथा गेहूं के उत्पादकों को कृषि पंडित की उपाधियां प्रदान की गई हैं ?

(ख) 'कृषि पंडित' उपाधि पाने वाले व्यक्तियों ने कितनी एकड़ भूमि में धान पैदा किया था और वह किस प्रकार का था ?

(ग) कितनी एकड़ भूमि में गेहूं पैदा किया गया था ?

(घ) धान तथा गेहूं की पैदावार की लागत क्रमशः क्या है ?

(ङ) उनके द्वारा अपनाई गई गेहूं तथा धान की खेती की रीति क्या थी ?

(च) क्या सरकार खेती के इस तरीके को कहीं पर बड़े पैमाने पर काम में लाने का यत्न कर रही है और यदि कर रही है, तो कहां पर ?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) Yes.

(b) Shri Jangama C. Sangayya, of Coorg who was awarded the certificate of Krishi Pandit during 1951-52, had grown the local popular variety of Kiribiliya paddy in the one acre field that was offered for competition.

(c) One acre.

(d) Information about the cost of production of paddy and wheat is not available.

(e) A statement showing the cultural practices reported to be followed by the two Krishi Pandits is laid on the Table of the House. [*See* Appendix XI, annexure No. 30.]

(f) No. But practices reported to be followed by Krishi Pandits are published for general information.

Ex-STATE POSTAL EMPLOYEES OF HYDERABAD

*1908. **Shri Krishnacharya Joshi:** Will the Minister of **Communications** be pleased to state:

(a) how many officials were taken over from the Postal and Telecommunications services of the Hyderabad State at the time of integration of the services with the Union Government in 1950;

(b) whether it is a fact that the new grades were not given to the ex-State employees as per conditions laid down by the Federal Financial Integration Committee;

(c) how many officers of the former Hyderabad services have been confirmed after integration; and

(d) whether any retrenchment has been made or is contemplated in any of the services so taken over?

The Deputy Minister of Communications (Shri Raj Bahadur): (a) Gazetted, 9 and Non-gazetted, 2,965.

(b) The position is that all the ex-State staff of the Hyderabad State taken over by the Indian Posts and Telegraphs Department were given the Central Government scales of pay and other terms and conditions of service, but in the case of the permanent staff they were given the option to retain the pre-absorption scales of pay and allowances and other conditions of service.

(c) and (d). Necessary information is being collected and will be laid on the Table of the House in due course.

BARTER AGREEMENT WITH BURMA

*1909. **Shri Buchhikotaiah:** (a) Will the Minister of **Food and Agriculture** be pleased to state whether it is a fact that the Indian Trade Delegation headed by Shri Kidwai recently discussed with the Burma Government and came to a conclusion about the rice transactions on barter basis?

(b) How many tons of rice will be supplied under this system by Burma?

(c) What are the articles that Burma proposes to take from India?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) Yes.

(b) and (c). Under consideration.

ROCK-BURST IN CHAMPION REEF GOLD MINES

*1910. **Shri Vittal Rao:** (a) Will the Minister of **Labour** be pleased to state whether there was a Rock-burst in the Champion Reef Mines, Kolar Gold Fields on the 16th April, 1953, killing three workers and injuring many?

(b) Did the Inspector of Mines, Ooregaum conduct the enquiry?

(c) If not, what are the reasons for not doing so?

(d) What is the total number of workers in these mines?

(e) What was the total number of fatal accidents in the mine during the year 1952?

(f) What is the depth of the mine at which this accident took place?

The Deputy Minister of Labour (Shri Abid Ali): (a) There was an accident by rock-burst on the 15th April 1953, and not on the 16th April 1953. Three persons were killed and one person was seriously injured in this accident.

(b) Yes.

(c) Does not arise.

(d) 4526

(e) Three.

(f) 8,904 feet below the Field Datum.

केन्द्रीय सेवायोजन परामर्शदात्री समिति

*१९११. डा० सत्यवादी : क्या श्रम मंत्री यह बतलाने की कृपा करेंगे :

(क) केन्द्रीय सेवायोजन परामर्शदात्री समिति में काम करने वाले सदस्यों की संख्या ;

(ख) अनुसूचित जातियों के सदस्यों की संख्या ;

(ग) सदस्यों के नाम ;

(घ) वर्तमान समिति कब बनी थी और यह कब तक काम करती रहेगी ; तथा

(ङ) इन सदस्यों का निर्वाचन या उनकी नियुक्ति किस आधार पर होती है ।

The Minister of Labour (Shri V. V. Giri): (a) 39.

(b) Scheduled Castes are not formally represented on the Committee. It cannot be said whether any of the members who are representatives of the various Governments and organisations belong to Scheduled Castes or not.

(c) A list of members is placed on the Table of the House. [*See* Appendix XI, annexure No. 31.]

(d) The present Committee was constituted on the 8th of September, 1952. It will continue to function for two years from the date of its constitution.

(e) The Committee is composed of representatives of the State Governments, Ministries of the Government of India, recognised employers' and workers' organisations and All India women's Conference. Two Members of Parliament also serve on the Committee.

RESERVATION OF SCHEDULED CASTES IN SERVICES

1347. Shri Bheekha Bhai: Will the Minister of **Railways** be pleased to state:

(a) whether it is a fact that a representation demanding the due reservation in different classes of services for the Scheduled Castes has been recently made by one of the Members of Parliament; and

(b) if so, what action Government propose to take thereon?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) Yes.

(b) The representation is under consideration.

RAILWAY ZONAL TICKETS

1348. Shri Ramachandra Reddi: Will the Minister of **Railways** be pleased to state:

(a) the total number of Shatabdi Railway Zonal Tickets issued;

(b) the total amount of money realised thereon; and

(c) whether in all trains third class accommodation more than usual was provided?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) The total number of Shatabdi tickets, taking two child tickets as one, issued during the period 1st April to 16th April 1953 was 1,11,803 approximately.

(b) Rs. 33,54,090.

(c) Extra accommodation was provided as and where found necessary consistent with availability of stock.

CAPITAL OUTLAYS ON RAILWAY LINES

1349. Shri Anirudha Sinha: Will the Minister of **Railways** be pleased to state the percentage of returns on the capital outlays on the different railway lines constructed and completed during the years 1951-52 and 1952-53?

The Deputy Minister of Railways and Transport (Shri Alagesan): The following Railway lines were constructed and completed during the years 1951-52 and 1952-53:—

	Date of opening.
Arantangi-Karaikudi,	29th March 1952.
Mukerian-Pathankot,	6th April 1952.
Gandhidham-Deesa,	2nd October 1952.

Returns showing the financial results of the working of these lines during the financial year 1952-53 are not yet available but are due to be submitted to this office by 31st December 1953.

LAND UNDER PADDY AND WHEAT

1350. Dr. Ram Subhag Singh: Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether any new land was brought into paddy and wheat cultivation in the year 1952-53; and

(b) if so, what are their acreages?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) and (b). Separate figures for paddy and wheat are not maintained. In 1952-53, a total area of over 2 lakh acres was reclaimed for being put under the cultivation of food-grains.

Ghanis AND OIL MILLS

1351. Shri S. C. Samanta: Will the Minister of **Food and Agriculture** be pleased to state:

(a) the number of oilmills and bullock-propelled *ghanis* in India;

(b) the annual consumption of oilseeds in *ghanis* and the amount of oil extracted thereby;

(c) how far has the Central Oil Seeds Committee helped the *ghani* industry; and

(d) whether the Four Year *ghani* Industry Development Scheme of the Planning Commission has been launched and if so, how far?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) The total number of oilmills in India registered up-to-date under the Factories Act, 1948, is 2,097. Besides these, there are a number of small factories as well as these carrying on oil crushing as a subsidiary industry. The total number of *ghanis* all over the country is estimated at 4,32,165.

(b) Reliable information regarding quantities of oilseeds actually crushed by *ghanis* is not available. However, from some information collected from the various State Governments during 1949-50, the quantity of oilseeds crushed by village *ghanis* was estimated at 11.56 lakh tons. The corresponding quantity of oil produced can be estimated roughly as one third of seed crushed i.e., about 3.85 lakh tons.

(c) The steps taken by the Committee for the development of the village oil crushing industry have been explained in the annual reports of the Committee which are available in the Library of Parliament House. A summary of the steps taken is, however, placed on the Table of the House. [*See* Appendix XI, annexure No. 32.]

(d) No. The Khadi and Village Industries Board has formulated the *Ghani* Development Programme for 1953-54 costing approximately Rs. 19 lakhs, taking into consideration the Four-Year *Ghani* Scheme drawn in the Planning Commission.

RAILWAY SCHOOLS IN ORISSA

1352. Shri Sanganna: Will the Minister of **Railways** be pleased to state:

(a) the number of schools of all categories maintained by the Railway Administration in the State of Orissa;

(b) the minimum and maximum scales of pay of teachers working in those schools; and

(c) whether the schools have been affiliated to the University of the State?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) Three Primary Schools and one Middle School.

(b) (i) Minimum Scale of Pay: Rs. 68—170.

(ii) Maximum Scale of Pay: Rs. 100——250.

(c) These schools are recognised by the State Government. There is no question of Primary and Middle Schools being affiliated to any University.

CULTIVATION OF DEEP WATER PADDY

1353. Shri Sanganna: (a) Will the Minister of **Food and Agriculture** be pleased to state when will the two schemes (i) on deep water paddy and (ii) for the improvement of hill paddy be put into operation in Orissa?

(b) What will be the approximate outlay for the operation of these two schemes?

(c) Will the cost be borne by the State or the Centre or by both?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) (i) The scheme was sanctioned for a period of five years with effect from 1-4-1950 but the State Government could not find their share of expenditure either in 1950-51 or in 1951-52. The grant sanctioned by the Indian Council of Agricultural Research was, therefore, resumed.

(ii) This scheme was also sanctioned for a period of five years with effect from 1-4-1950. The State Government are being asked to expedite the starting of the scheme.

(b) (i) The question does not arise in the case of scheme (i).

(ii) The total cost of this scheme is Rs. 1,07,000/- spread over a period of five years (Rs. 47,000/- non-recurring and Rs. 60,000/- recurring).

(c) The State Government will bear the entire non-recurring cost while the recurring expenditure will be shared equally by the State Government and the Indian Council of Agricultural Research.

FOODGRAINS EXPORTED FROM HYDERABAD

1354. Shri Sivamurthi Swami: (a) Will the Minister of **Food and Agriculture** be pleased to state the quantity of foodgrains exported from Hyderabad to other States during the year 1952-53?

(b) What is the price of the exported foodgrains from Hyderabad?

(c) How much quantity of imported foodgrains from the other countries has been sent to Hyderabad State?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) The Basic Plan

operates by the calendar year. Exports of foodgrains from Hyderabad during the years 1952 and 1953 were:—

1952 ... 8,000 tons jowar.

1953 ... 8,900 tons jowar and 200 tons Ragi upto 15th April.

(b) The Export prices for Berari jowar and ragi are Rs. 10-8-0 per maund and for white jowar Rs. 11-8-0 per maund.

(c) Supplies of imported foodgrains to Hyderabad during 1952 were:—

Rice ... 9,900 tons.

Wheat ... 48,000 tons.

During 1953 no imported foodgrains have so far been sent to Hyderabad.

CHECKING OF WEGIHTS OF CONSIGNMENTS

1355. Shri N. P. Sinha: Will the Minister of **Railways** be pleased to state:

(a) whether there is any provision for checking the weights of consignments at the time of delivery in order to prevent under-weighments of consignments by the forwarding stations; and

(b) if so, what are they?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) Yes.

(b) Certain proportions of consignments received are required to be reweighed at destinations as a check against under-weighment of consignments at the forwarding stations. Inspecting officials also carry out surprise reweighment checks.

DEVELOPMENT OF MINOR PORTS

1356. Shri Kelappan: (a) Will the Minister of **Transport** be pleased to state the results of the hydrograhpic survey conducted by Mr. Henry Krauss a Dutch expert of the minor ports in the country?

(b) Which are the minor ports selected by the National Harbour Board for development?

(c) Have the National Harbour Board considered the suitability of Beypore on the Malabar Coast for development as an intermediate port?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) The services of Mr. Krauss were obtained, at the instance of the Government of Bombay, for undertaking a survey of the minor ports in that State. He started the work in September 1952 and is expected to continue it till the end of March 1954. Mr. Krauss is engaged in guiding the marine survey unit of Bombay Government in carrying out the hydrographic surveys of their minor ports. The object of the survey is to ascertain by means of soundings, the present conditions of the approaches to and of the inner waters of the harbours and to prepare upto date navigation charts of them. The data thus collected will enable the State Government to devise measures of improvement, wherever necessary.

(b) The National Harbour Board has recommended that for purposes of development attention should be concentrated on 18 of the more important minor ports which will be classified as intermediate ports. These ports are—Mandvi, Navlakhi, Bedi, Porbandar, Veraval, Bhavnagar, Okha, Broach, Ratnagiri, Karwar, Mangalore, Kozhikode (Calicut), Tuticorin, Nagapatnam, Cuddalore, Masulipatnam, Kakinada and Alleppey.

(c) Beypore is not in the list of ports considered suitable for development as an intermediate port.

RICE DEMAND BY MADRAS STATE

1357. Shri E. Iyyani: Will the Minister of **Food and Agriculture** be pleased to state:

(a) the total quantity of rice demanded by the Madras State for the year 1953;

(b) the quantity allotted for the year 1953; and

(c) how many tons have been allotted from internal procurement and how many tons from the imported stocks?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) 250,000 tons.

(b) We have promised to meet their demand in full, if necessary.

(c) For the period January to April, 1953, 94 thousand tons have been allotted from internal sources and 25 thousand tons from Overseas imports.

SUGAR-CANE CESS

1358. Shri H. S. Prasad: Will the Minister of **Food and Agriculture** be pleased to state whether there is any proposal to utilise all sugar-cane cess collected from a sugar factory, for the cane development in the area in which the same factory is located?

The Minister of Agriculture (Dr. P. S. Deshmukh): No.

NORTHERN RAILWAY MANAGER'S SALOON

1359. Shri A. N. Vidyalankar: Will the Minister of **Railways** be pleased to state:

(a) whether it is a fact that N.R. Saloon No. 3032 is reserved for the use of the Manager, Northern Railway;

(b) whether it is a fact that this saloon was recently overhauled and if so when the overhauling was completed;

(c) when the saloon was overhauled before this; and

(d) what was the cost of recent overhauling and what was the total cost of overhauling on the previous occasion?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) Yes.

(b) Yes. 12th of January 1953.

(c) In December, 1951.

(d) The exact cost of the recent and the previous overhaul is not available as expenditure incurred on the periodical overhaul of coaches is not booked against individual vehicles. Such expenditure is booked under different heads of account for coaches belonging to different categories.

THEFTS IN RAILWAY WAGONS REPAIR SHOP AT GHAZIABAD

1360. Shri A. N. Vidyalankar: Will the Minister of **Railways** be pleased to state:

(a) whether it is a fact that certain cases of theft of Railway material had been reported from the Railway Wagons Repair Shop situated at Ghaziabad during the years 1951-52 and 1952-53;

(b) whether it is a fact that some persons were caught red-handed and the material was recovered;

(c) whether it is a fact that the same person or persons were found misusing the Railway P.T.O. passes fraudulently; and

(d) what action, if any, had been taken against such persons and if not, why not?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) and (b). A statement containing the required information is placed on the Table. [*See* Appendix XI, annexure No. 33.]

The information is for the period August 1951 to March 1953. Information prior to August 1951 is not readily available.

(c) No.

(d) Does not arise.

LINKING OF CHANDIGARH WITH KURALI AND RUPAR

1361. Prof. D. C. Sharma: (a) Will the Minister of **Railways** be pleased to state whether there is a proposal to connect Chandigarh Railway Station with Kurali and Rupar?

(b) When is the proposal expected to materialise?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) No

(b) Does not arise.

SOCIAL GUIDES

1362. Prof. D. C. Sharma: (a) Will the Minister of **Railways** be pleased to state the number of Social Guides at various stations on the Northern Railway?

(b) Is there any proposal to reduce this number?

(c) If so, why?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) The following is a statement of the number of Social Guides employed at various stations on the Northern Railway:—

(1) Delhi	4
(2) Ambala Cantt.	2
(3) Saharanpur	2
(4) Amritsar	2
(5) Jullundur City	2
(6) Ludhiana	2
(7) Allahabad	1
(8) Kanpur	1
(9) Tundla	2
(10) Lucknow	1
(11) Banaras Cantt.	3
(12) Hardwar.	2
(13) Bareilly.	1
Total	25

(b) No.

(c) Does not arise.

CALCUTTA-KALKA MAIL

1363. **Prof. D. C. Sharma:** Will the Minister of **Railways** be pleased to state:

(a) whether any coach for passengers holding third class tickets for Rupar, used to be attached to the Calcutta Kalka Mail; and

(b) since when it was discontinued and why?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) Prior to 15-11-52 a coach consisting of inter and third class accommodation used to run by the Calcutta-Kalka Mail from Delhi to Ambala and onwards from Ambala to Nangal Dam (including Rupar) by 1 URN Passenger.

(b) From 15-11-52, this coach was replaced by a composite coach consisting of first, second and inter class accommodation, as a result of poor utilization of third class accommodation in the through service coach and also due to repeated requests for provision of upper class accommodation in the through service coach between Delhi and Nangal Dam. From 16-4-53 a composite coach consisting of second and inter class accommodation only is running between Delhi and Nangal Dam.

MURDERS ON NORTHERN RAILWAY

1364. **Prof. D. C. Sharma:** (a) Will the Minister of **Railways** be pleased to state the number of murders committed on the Northern Railway during the year 1952?

(b) How many of them have been traced?

(c) What steps have been taken to prevent such murders?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) 4.

(b) 3.

(c) Steps taken include provision of armed police patrol and police in plain clothes on all important Mail and passenger trains and frequent checking of safety fittings provided on the windows and doors of carriages.

LOADING OF WAGONS FROM RAIPUR RAILWAY STATION

1365. **Shri B. N. Misra:** (a) Will the Minister of **Railways** be pleased to state the free time allowed for loading a wagon at the Raipur goods shed in Eastern Railway?

(b) Is it a fact that at Raipur railway station booking of full loads in covered and uncovered wagons, is totally stopped, for all kinds of goods and for all directions?

(c) If so, what are the reasons for that?

(d) Is it a fact that at Raipur there is no short supply of wagons after meeting the demands of Government?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) Six day-light hours.

(b) No, it is not a fact that at Raipur railway station booking of full loads in covered wagons is totally stopped for all kinds of goods and for all directions. In March, 1953, a total of 419 wagons were allotted at Raipur for goods traffic. During the first 9 days of April, 1953, a total of 114 wagons were also allotted at the same station.

(c) Does not arise.

(d) No. At Raipur station, there has been a shortage of wagons from time to time after meeting the demands of Government.

HELICOPTERS

1366. **Shri S. V. Ramaswamy:** (a) Will the Minister of **Communications** be pleased to state the cost of a helicopter?

(b) How many passengers and how much luggage can each helicopter carry?

(c) What is the cost of running a helicopter service for a distance of about 300 miles a day?

(d) What are its requirements in personnel landing ground and other technical equipments?

The Deputy Minister of Communications (Shri Raj Bahadur): (a) The cost of a helicopter might range between Rs. 200,000/- and 700,000/- or more ex-works, depending on its type and capacity.

(b) This depends on the type of helicopter. A Hiller-360 can carry a pilot, two passengers and 250 lbs. of bagpage, while a Sikorsky S-55 can carry 2 pilots and 10 passengers besides luggage.

(c) The direct operation cost of the Hiller-360 helicopter or an equivalent type would be about Rs. 200/- per flying hour if it flies a distance of about 300 miles a day. The corresponding cost for Sikorsky S-55 would be about Rs. 465/- per flying hour.

(d) For landing ground, an area of about 300 ft. x 300 ft. with turf or tarmac surface should be suitable. Other operational requirements as compared to those for aircraft operations, should be modest, but details are not available, since helicopter operations are still in an experimental stage.

COPPER CHLOROPHYLL

1367. Sardar A. S. Saigal: Will the Minister of **Food and Agriculture** be pleased to state:

(a) whether it is a fact that chlorophyll extract has been prepared and is potentially of great value in tissue stimulative and wound healing ointments;

(b) whether copper chlorophyll and copper scholophyll are obtained to the extent of 60 to 70 grams per kilogram of dry leaves of the Indian stinging metal by the process which has been developed at the Forest Research Institute, Dehra Dun; and

(c) whether copper chlorophyll is employed in the U.S.A. in a variety of preparations?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) Claims to this effect have been made but the advice given to me is that they have not been substantiated by scientific data.

(b) Yes.

(c) Yes.

RESEARCH INSTITUTE OF SUGAR-CANE IN U. P.

1368. Shri B. N. Roy: Will the Minister of **Food and Agriculture** be pleased to state whether Government propose to establish any Research Institute of sugar-cane in Eastern U.P. or Western Bihar?

The Minister of Agriculture (Dr. P. S. Deshmukh): No. This is the concern of the respective State Governments.

EXPENDITURE ON RAILWAYS

1369. Shri K. C. Sodhia: (a) Will the Minister of **Railways** be pleased to state whether it is a fact that freight charges on Railway materials including coal and other fuel are not going to be shown as an item of expenditure on Railways?

(b) If so, what is the probable amount which will be cut down on the expenditure side on this account?

(c) Why has this change been made?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) Yes.

(b) Probable amount for 1952-53 is Rs. 16,30,97,000.

(c) To obviate unnecessary inflation of the earnings and expenditure of the Railways, since the amounts appear both on earning as well as on the expenditure sides.

FORESTS

1370. Shri Jhulan Sinha: Will the Minister of **Food and Agriculture** be pleased to state:

(a) the total annual expenditure on the maintenance of the forests under the Central Government; and

(b) the total income derived from the forest produce during the year 1950-51?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) and (b). The Central Government does not maintain any forests except those in the Andamans. The annual income and expenditure for the latest three years for which figures are available were as under:

Year	Income Rs Lakhs	Expenditure Rs. Lakhs
1949-50	70.23	63.29
1950-51	50.65	61.25
1951-52	73.36	5.21

आगरे के पास डब्बों का पटरी से उतर जाना

१३७१. श्री रघुनाथ सिंह : (क) क्या रेल मंत्री यह बतलाने की कृपा करेंगे कि क्या यह सच है कि हाल ही में हाथरस-मथुरा छोटी लाइन पर आगरे से ४० मील दूर राया गांव तथा मथुरा पुल के बीच सात डब्बे पटरी से उतर गए थे ?

(ख) यदि हां, तो इसके क्या कारण थे और लाइन ठीक होने में कितना समय लगा था ?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) and (b). Yes. At about 22—40 hours on 15-4-1953 while No. 797 Up Goods

was running between Raya and Mathura Cantt. stations, a wagon on the train derailed due to breakage of journal of its right side leading wheel. Six other wagons and a brakevan behind it also derailed in consequence. The line was cleared and through communication restored at 11-10 hours on 16-4-1953 i.e. within about 12½ hours of the accident.

GODOWNS IN TRIPURA

1372. **Shri Biren Dutt:** (a) Will the Minister of **Food and Agriculture** be pleased to state the charges levied on the private godown holders in Tripura for stocking procurement rice or paddy?

(b) What amount has been spent for having godowns in Tripura in the year 1952-53?

(c) Is there a difference in the charges levied on the godowns in the same place?

(d) If so, what are the reasons for the difference in the rate per square foot of rented areas?

The Minister of Agriculture (Dr. P. S. Deshmukh): (a) and (b). During the year 1952-53 a sum of Rs. 13,091/- has been spent on rent of godowns.

(c) Yes, there is a difference in the charges for the various godowns.

(d) The reasons for the difference in the rate of rented godowns are location, type and conditions of the godowns and their storage capacity.

SCHEDULED CASTES CANDIDATES IN POSTAL SERVICES

1373. **Shri Ganpati Ram:** Will the Minister of **Communications** be pleased to state:

(a) whether selection of candidates for postal clerks is going to be made in U.P. in the near future, for which the postal examinations were held a few days ago;

(b) the number of candidates who appeared in the examination and the total number of Scheduled Castes candidates who applied for and appeared in the same;

(c) whether any direction has been given to the State Selection Board by Government to observe the reservation rules and fill up the full quota of the Scheduled Castes; and

(d) the number of vacancies advertised so far?

The Deputy Minister of Communications (Shri Raj Bahadur): (a) Yes.

(b) Out of 6,722 candidates who appeared in the last Recruitment Examination held in the Uttar Pradesh Circle, the number of Scheduled Castes candidates who applied to sit in that examination was 299. 249 of the latter number actually appeared in the examination.

(c) Yes.

(d) The number of vacancies was not advertised.

SUPPLY OF WAGONS FOR IRON AND MANGANESE ORES

1374. **Shri Deogam:** Will the Minister of **Railways** be pleased to state:

(a) whether it is a fact that request for sidings at the cost of the parties on the Barbil Branch of Eastern Railways, where there are many mine-owners, was rejected or refused;

(b) the number of wagons supplied on an average per day for loading of iron and manganese ores from Barajamda area (including Barbil, Noamundi and Danguaposh) during the period from 1st October, 1952 to 31st March, 1953; and

(c) the average number of wagons supplied per day at Badampahar and Kuldiha during the same period?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) Yes, due to insufficient line capacity and the large number of applicants.

(b) Average daily number of wagons supplied for the loading of iron and manganese ore from Barajamda area from October 1952 to March 1953 was 101 wagons.

(c) The average number of wagons supplied daily at Badampahar and Kuldiha during the same period was 14 wagons.

संकरी लाइनों (नैरो-गेज) पर किराया

१३७५. **श्री एम० एल० जोशी :** क्या रेल मंत्री यह बतलाने की कृपा करेंगे कि :

(क) ग्वालियर से भिंड वाली संकरी लाइन पर प्रति मील किराया ;

(ख) ग्वालियर से शिवपुर वाली संकरी लाइन पर प्रति मील किराया ;

(ग) क्या इन दोनों लाइनों के किरायों में कुछ अन्तर है ; तथा

(घ) यदि है, तो कितना और क्यों ?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) to (d). Standard fares apply in both cases but in the case of Gwalior-Sheopur-Kalan Section the mileage for charge inflated to 1½ times the actual distance continues to apply while in the case of Gwalior-Bhind Section similar inflation has been discontinued from 1-1-52 in pursuance of the general policy not to permit inflation in mileage except in the case of Hill and Semi-Hill Sections on account of the higher cost of construction, maintenance and operation on such sections. Consequently, the chargeable fare per mile over Gwalior-Sheopur-Kalan Section works out higher by 50 per cent. than that over Gwalior-Bhind Section.

CATERING ON RAILWAYS

1376. Shrimati Tarkeshwari Sinha: (a) Will the Minister of **Railways** be pleased to state the actual amount of loss incurred by Railways on the catering side, since 1950?

(b) What is the total number of non-Government Railway catering contractors?

(c) What is the total amount of licence-fee paid by them every year?

The Deputy Minister of Railways and Transport (Shri Alagesan): (a) The loss on departmental catering undertaken on the Eastern and Southern Railways amounted to Rs. 19 lakhs approximately during the 3 years from 1st April 1950 to 31st March, 1953.

(b) The total number of catering and vending contractors working on Railways is about 4000.

(c) Approximately Rs. 25/- lakhs per annum

AGRICULTURAL WORKERS

1377. Shri Nanadas: Will the Minister of **Labour** be pleased to refer to the statement placed on the **Table** of the House, with **regard** to the fixation of minimum wages to the agricultural workers in answer to unstarred question No. 64 asked on the 14th February, 1953 and place on the Table of the House a statement showing the rates of minimum **wages** fixed or notified for agricultural workers in various States?

The Minister of Labour (Shri V. V. Giri): I place on the Table of the House two statements showing (i) the minimum rates of wages fixed by the various State Governments and (ii) the minimum rates of wages notified under section 5(1)(b) of the Minimum Wages Act, 1948 but not yet finalised. [*See* Appendix XI, annexure No. 34.]

From No. ...C.S.R.....
Dated....25.11.2014...

THE

PARLIAMENTARY DEBATES

(Part II—Proceedings other than Questions and Answers)

OFFICIAL REPORT

HOUSE OF THE PEOPLE

Wednesday, 6th May, 1953

The House met at a Quarter Past Eight of the Clock

[MR. DEPUTY-SPEAKER *in the Chair*]

QUESTIONS AND ANSWERS

(*See Part I*)

9-15 A.M.

DEATH OF SHRI SHANMUKHAM CHETTY

Mr. Deputy-Speaker: I have to inform the House of the sad demise of Shri R. K. Shanmukham Chetty who died at Coimbatore on the 5th May 1953, at the age of 61. Shri Chetty was a Member of the Central Legislative Assembly for several years and became its President in 1933. He was President of the Indian Tariff Board from 1945 to 1947 and was Head of the Government of India Purchasing Mission in America. He visited the U.K. as India's delegate to the National Convention and represented India in Australia at the Empire Parliamentary Association Conference. He also represented India at the Bretton Woods Conference (U.S.A.) in 1944. He was Dewan of Cochin State from 1938 to 1941. When India attained independence he joined the Central Cabinet and was Finance Minister for over a year. Lastly he was Vice-Chancellor of the Annamalai University. He had rich and varied experience in various walks of public life. He was one of the leading citizens of South India.

The House will join with me in conveying our condolence to his family. The House may stand in silence for a minute and express its sorrow.

LEAVE OF ABSENCE

Mr. Deputy-Speaker: I have to inform hon. Members that I have received the following letter from Shri Tekur Subrahmanyam:

> "The hon. Shri Justice Lakshmi Shanker Misra, Chief Justice of Hyderabad High Court who has been appointed by the Government of India to enquire into the future of Bellary Taluk *vis-a-vis* the Andhra State has arranged to commence his enquiry from 1st May, 1953.
>
> Being pressed to stay here for the duration of the enquiry, I feel that I should stay here for this period.
>
> I request you to kindly permit me to be absent from the sittings of the House for the duration of this enquiry."

Is it the pleasure of the House that permission be granted to Shri Subrahmanyam for remaining absent from all meetings of the House for the remaining days of the current session?

Leave was granted.

MESSAGE FROM THE COUNCIL OF STATES

Secretary: Sir, I have to report the following message received from the Secretary of the Council of States:

> "In accordance with the provisions of rule 125 of the Rules of Procedure and Conduct of Business in the Council of States, I am directed to inform the House of the People that the Council of States, at its sittings held on the 5th May 1953, agreed without any amendment to the Salaries and Allowances of Officers of Parliament Bill, 1953, which was passed by the House of the People at its sitting held on the 28th April, 1953."

STATEMENT RE LAW MINISTER'S SPEECH *RE* SPEAKER'S CERTIFICATE ON INDIAN INCOME TAX (AMENDMENT) BILL

The Prime Minister and Leader of the House (Shri Jawaharlal Nehru): I crave your leave, Sir, and the indulgence of the House, to refer to certain incidents which took place in this House as well as the other House in the course of the last week, and which somewhat disturbed the normal serenity of the work of Parliament. Unfortunately I was not here then, but since my return, I have endeavoured to acquaint myself fully with what happened in both of the Houses of Parliament.

Under our Constitution, Parliament consists of our two Houses, each functioning in the allotted sphere laid down in that Constitution. We derive authority from that Constitution. Sometimes we refer back to the practice and conventions prevailing in the Houses of Parliament of the United Kingdom and even refer erroneously to an Upper House and a Lower House. I do not think that is correct. Nor is it helpful always to refer back to the procedure of the British Parliament which has grown up in the course of several hundred years and as a result of conflicts originally with the authority of the King and later between the Commons and the Lords. We have no such history behind us, though in making our Constitution we have profited by the experience of others. Our guide must, therefore, be our own Constitution which has clearly specified the functions of the House of the People and the Council of States. To call either of these Houses an Upper House or a Lower House is not correct. Each House has full authority to regulate its own procedure within the limits of the Constitution. Neither House, by itself, constitutes Parliament. It is the two Houses together that are the Parliament of India.

The successful working of our Constitution, as of any democratic structure, demands the closest co-operation between the two Houses. They are in fact parts of the same structure and any lack of that spirit of co-operation and accommodation would lead to difficulties and come in the way of the proper functioning of our Constitution. It is, therefore, peculiarly to be regretted that any sense of conflict should arise between the two Houses. For those who are interested in the success of the great experiment in nation-building that we have embarked upon, it is a paramount duty to bring about this close co-operation and respect for each other. There can be no constitutional differences between the two Houses, because the final authority is the Constitution itself. That Constitution treats the two Houses equally, except in certain financial matters which are to be the sole purview of the House of the People. In regard to what these are, the Speaker is the final authority.

This position is perfectly clear and cannot be and has not been challenged at any stage. Unfortunately, some words were used by my colleague, the Law Minister, in speaking in the Council of States on April 29th, which led to a misunderstanding. That misunderstanding could have been easily removed by a direct reference to him. This was not done and the matter was raised in the House. Further misunderstanding then arose as between the two Houses and questions of privilege were raised and it was stated that the dignity of this House had been affected.

All of us are jealous of maintaining the dignity and authority of this House and of the Speaker who represents this House. Indeed, all of us are anxious to maintain the dignity and authority of both Houses which constitute Parliament. My colleague, the Law Minister, is as anxious as any of us to maintain that dignity and authority and it has been a matter of the greatest regret to him that any words of his should have led people to believe otherwise and further led to certain occurrences in both Houses which disturbed for a while the co-operative and friendly atmosphere which must of necessity prevail in both Houses of Parliament. Owing to some of these occurrences, he was placed in an embarrassing position, where to carry out the directions of one House might appear as if he had ignored the directions of the other. In this dilemma he might have produced an impression of not having shown the usual consideration which is the duty of every Member. But that was far from his intention and he regrets it and trusts that the House will accept his apology for any mistake which he might have inadvertently committed.

So far as the facts are concerned, they are clear, although unfortunately my colleague, the Law Minister, was not aware of all of them at the time the first reference was made to this matter in the Council of States. It

is clear and beyond possibility of dispute that the Speaker's authority is final in declaring that a Bill is a Money Bill. When the Speaker gives his certificate to this effect, this cannot be challenged. The Speaker has no obligation to consult any one in coming to a decision or in giving his certificate. But he has himself decided to ask for the opinion of the Law Ministry in every case that has arisen since the commencement of the Constitution in 1950, before he records his decision. In the present case, namely the Indian Income-tax (Amendment) Bill, when the Bill was first received, the Law Ministry advised that it was a Money Bill. It was subsequently referred to the Select Committee and thereafter considered by the House of the People on the 23rd April 1953. The Speaker raised the question himself as to whether the Bill as amended by the Select Committee was a Money Bill and directed that the Law Ministry be approached and asked again to re-examine the position as also to give the grounds on which they think that the Bill was a Money Bill. The Ministry of Law replied on the 24th April 1953 saying that the Bill as amended by the Select Committee was a Money Bill and gave reasons for their advice. Thereupon the Speaker came to the decision on the 25th April 1953 that the Bill as passed by the House of the People was a Money Bill and later signed the certificate embodying this decision.

It will be observed that every care was taken by the Speaker to seek the advice of the Law Ministry at various stages, although there was no obligation on him to do so. Unfortunately, the Law Minister himself though undoubtedly responsible for the advice of his Ministry, was not himself aware of these references at that time. As soon as the Law Minister became aware of this on April 30th he brought these facts to the notice of the Chairman of the Council of States.

These are the facts. An error, which is regretted, led to a good deal of misapprehension and some feeling in both Houses. The dignity of either House of Parliament is precious to everyone of us. Not only is each House anxious to maintain its own dignity but, I am sure, that it is equally anxious to maintain the dignity of the other House which is equally a part of Parliament. The dignity of each House is represented by the Speaker and the Chairman and every Member of Parliament, in whichever House he may be, must respect that dignity and authority.

I earnestly trust that these unfortunate incidents will be treated as closed now and that any feeling of resentment that might have arisen will pass away and the two Houses will function in friendship and co-operation, maintaining the high dignity of Parliament and furthering the public good.

डा० एन० बी० खरे (ग्वालियर) अहो रुपम्, अहो ध्वनि :

The Minitser of Law and Minority Affairs (Shri Biswas): May I be permitted to say just a few words to completely associate myself with the statement which the Prime Minister has made? Nobody more deeply regrets than myself the unfortunate incidents which marred the serenity and, if I may add without disrespect, the dignity of either House of Parliament during the last week-end. It grieves me to think that I should have happened to be the cause of all this trouble. I had already assured this House at the earliest opportunity I had to do so that it had never been my intention to cast any reflection upon the Speaker or upon the dignity of the House. All that I can do today is to repeat that assurance, and to say that if by my words or actions I had unwittingly given any offence to anybody or to the House, I am sincerely sorry, and offer my profoundest apology for it. I hope the curtain will now finally be rung down on this episode, and relations of the utmost cordiality will be restored between the two Houses.

Shri H. N. Mukerjee (Calcutta North-East): I do not want to discuss the statements which have been made because it is not my intention in the least to disturb the atmosphere sought to be created by those statements. But I wish to recall a suggestion which you, Sir, made yourself. And that was that you wanted to have a meeting of representatives of different Groups in Parliament to discuss certain matters which have arisen in connection with these incidents. We do not want those matters to be discussed on the floor of the House but we did think that you would call that meeting where across the table we could sit together and discuss those things and then perhaps the objective which the Prime Minister and the Law Minister have in view would be consolidated. And

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that is why I request you to see to it that that meeting of representatives of different Groups along with, I hope, the Leader of the House is arranged as soon as possible so that we can really and truly say good-bye to the rather unsavoury incidents which have happened and write a new chapter in the relations between the two Houses

Shri B. S. Murthy (Eluru): As far as this incident is concerned we are all very happy that it has ended well. But there is one important point namely the resolution of the Council of States which is agitating our minds. I would also like to have your consideration as well as the consideration of the Leader of the House on that matter and you may take another opportunity to clarify this.

Shri Jawaharlal Nehru: Sir, I am not aware fully of what exactly you were good enough to say on a previous occasion. That is for you to determine, Sir. On my coming back here day before yesterday I took the earliest opportunity to acquaint myself with the situation and I thought it only right that I should place my views, with all respect, before this House—which I have done now, after acquainting myself with the facts. And in the course of the statement I have made a further suggestion that this particular matter might end.

As for any other consideration, apart from this particular matter, it is open to you, Sir, to take any such steps as you may desire.

Mr. Deputy-Speaker: I think this matter may be considered. The other day when the resolution was read out here hon. Members thought that the other House ought not to have passed that resolution—that was the feeling expressed on the floor of the House—and they wanted to raise there and then the question as to whether it is open to the other House to pass a resolution asking the hon the Law Minister not to attend this House.

And one other question of privilege was raised, apart from their taking exception to the conduct of the Law Minister. So far as that portion is concerned, it is over. With respect to the other matter, it is true I said that the matter of privilege as to what ought to be the relationship between the two Houses ought to be considered in a calmer atmosphere and therefore, if necessary, I said after considering that matter I will send for the Leaders of the various Groups and Parties in this House and try to find out what ought to be done in a matter of this kind which involves the relationship between the two Houses; and thereafter I wanted to have a meeting, the next day or so, and informed the hon. Deputy Leader of the Congress Party and of the House, Maulana Saheb. He naturally wanted that we should wait until the hon. Leader returned. So, this matter may be considered as to what ought to be the relationship between the two Houses. Barring that, I think, from the statement that has been made by the hon. the Prime Minister, the other matter must be treated as closed, and it has brought about a harmony and a very happy relationship, I am sure, between the two Houses, and has calmed down the atmosphere in this House. The other matter may be considered at leisure. I will consult the Leaders of various Groups and the hon. the Leader of the House and examine that matter which may have far-reaching consequences later on.

Dr. S. P. Mookerjee (Calcutta South-East): May I ask whether the hon. the Leader of the House has applied his mind to the situation created by the passing of that resolution? It is not for us to discuss it now because I think he is going to address the other House this morning. But this question has got to be settled some how without worsening the atmosphere which has been created by the two statements which we have just heard.

Shri K. K. Basu (Diamond Harbour): Otherwise that would be a very bad precedent.

Mr. Deputy-Speaker: So far as the question relating to the privilege of the House is concerned it is unnecessary to refer to it at present. I am sure that matter can be gone into. If it is a question of privilege, the hon. the Home Minister is there in charge of the Committee of Privileges, and also the whole House.....

Dr. S. P. Mookerjee: No question of privilege.

Mr. Deputy-Speaker: .....and all of us can discuss it.

Shri Vallatharas (Pudukkottai): The question is whether this House has the power to summon any Minister in connection with the business of the House. Unless that is decided

we consider it derogatory to our prestige. You do not know what happens in the streets where we are taunted by some Members. The question is whether we have the power to summon any person connected with the business that this House has to perform. We are not concerned with personalities. But this is a question which must be settled at the earliest, or else there will be no good relationship between the two Houses. Persons go on saying that "we have dominated", others listen without resorting to a quarrel. I do not know how the hon. the Deputy-Speaker who felt so much on that day, moderates it today. He said that "nothing will be wanting on my part to establish the prestige of this House". What is the prestige of this House? I sumbit it is a very serious question.

Mr. Deputy-Speaker: I understand. But we are not discussing the whole matter at present.

AIR CORPORATIONS BILL

The Minister of Communications (Shri Jagjivan Ram): I beg to move:

> "That the Bill to provide for the establishment of Air Corporations, to facilitate the acquisition by the Air Corporations of undertakings belonging to certain existing air companies and generally to make further and better provisions for the operation of air transport services, as reported by the Select Committee, be taken into consideration."

Mr. Deputy-Speaker: Order, order. Such of those hon. Members who do not want to stay may easily and silently go out.

Shri Jagjivan Ram: I will start by expressing my thanks to the Members of the Select Committee who devoted with great care and attention much time to this Bill, keeping to the schedule for the presentation of their report to the House. The Select Committee went in great detail into the provisions of the Bill and have made certain important changes. Though the changes are very few, some of them are very important. I will briefly deal with those changes first.

The Bill, as drafted, did not lay down any disqualification for the members of the Corporation. The Select Committee went into that matter and it has generally laid down important conditions which will be regarded as disqualifications for members of the Corporation. That I regard as a very important change in the Bill.

The other amendment made is for the provision of the development of air transport in this country as well as in the international sector. Though it was implied that the Corporation will make every effort to develop the industry, it was not expressly mentioned and the Select Committee has taken care to specifically provide that the development of the industry will be one of the items of the programme of the Corporation.

The Bill has provided that all employees who were serving with the existing air companies before the 1st of June, 1952, and are still in service, will be taken over by the Corporation when the airlines are taken over. It has been reported from certain quarters that when the talk of nationalisation came in, due to certain reasons, some of the employees working before the said date have been illegally discharged or have been victimised. So, a provision has been made that in case Government is satisfied that any particular employee has been illegally or unjustifiably discharged or dismissed from the service of a company, the Government may direct the Corporation to employ that particular employee. I think this is an important change so far as the employees are concerned.

It has been provided that on the Air Transport Council one person who is experienced in labour matters will be appointed and he will be an employee of the Corporation. The reports of the activities of the Corporation for the previous year and the general forecast of the programme for the ensuing year are to be laid before Parliament. All rules framed under this Bill will have to be laid before Parliament. These are the few changes which the Select Committee has effected.

Certain questions have been raised in the minutes of dissent submitted by some Members of the Select Committee. At this stage I do not propose to deal with those matters in any great details because some of these questions are bound to be raised at the stage when we are considering the clauses. Howsoever, convincing a reply I may advance at this stage or howsoever in detail I may deal with those matters, some of those matters are bound to be raised in the shape of amendments to the clauses and therefore I do not want to take the time of the House at this stage when I know that we will have to deal with them

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at a subsequent stage. I would like to mention some of the matters which have been raised and deal briefly with them.

More than one hon. Member has raised the question that there should be only one Corporation. It has also been stated that the Planning Commission in its report on the Five Year Plan has suggested that there should be only one Corporation or only one organisation for running both the internal and international services. That is true. When the Planning Commission first considered this matter, we came to the conclusion that it will be better to have only one Corporation and it was included in the report of the Planning Commission. At a subsequent stage when the matter was examined rather in greater detail, it was realised that it will be advantageous to have two Corporations in the initial stages. The matter was discussed with the Planning Commission, it was discussed in the Cabinet where more than one member of the Planning Commission also participated and it was unanimously decided in consultation with the Planning Commission that there should be two Corporations to start with.

It has been suggested here and outside also that if it is necessary to run the international and internal services separately, that purpose can be served by having one Corporation with two wings known as the external wing and the internal wing The argument urged in favour of such an arrangement is that there will be economy secondly there will be a scope for the investment of the surplus money earned by the international services for the development of internal routes and thirdly, there will be opportunities for the employees both in the internal and international services to work in different types of aircraft which may be employed by the international and internal air lines. The very arguments which have been urged in favour of one Corporation with two wings support that there should be two separate Corporations. In the first place it is urged that the surplus earnings of the international wing may be utilised for the development of internal routes. If there is only one Corporation with two wings, there will be a constant conflict between these two wings as to whether more money should be invested in the international sector or more money should be invested for the development of the internal routes.

Everybody will agree that we have to maintain a higher standard for the international routes. Of course, the minimum standard of safety has to be maintained both for the international and internal routes but for the international route, where we have to compete not only with airlines of our own country but airlines of other nationalities which are much more developed than we are at present, we will have to maintain a standard for our international services which, from any account, should not be inferior to those provided by other nations. Therefore, we will have to spend comparatively more, not necessarily in amount but in percentage, for the international services than for the internal ones.

As I said on previous occasions—I do not want to repeat that *in extenso* —the Air India International has established a reputation for itself. It is a fine organisation. It is today regarded as one of the best, if not the best airlines in the world. We should not take any chance by which, in any way, the reputation or efficiency of that fine service is affected in the least.

What will be the additional expenditure if there are two Corporations instead of one: that point also was examined. As I told the House on the previous occasion, it will mean an extra expenditure of nearly Rs. six lakhs per year. But, if by any chance, the service is affected even to the extent of ten per cent. we are likely to lose much more than Rs. Six lakhs. So, we want to take every possible precaution that the reputation of the Air India International is not affected in the slightest measure.

We have got, in the employ of the companies, both the Air India International and the internal companies fine young men who could compete in their technical skill with person from any country. They have proved their mettle in handling aircraft of various designs. It will be my endeavour to see that these young men are encouraged and given all possible opportunities for enhancing the technical skill which they possess and for handling new types of aircraft which we might be importing in this country either for internal or external services.

There may be many arguments; some of them I had advanced on the previous occasion. I do not want to repeat them. But, the one outstanding consideration has been, and I do not want to make it a secret, that in the initial stages, during the process of integration of a large number of employees, during the process of the

amalgamation of a large number of companies into one, we do not want to take a chance of a contingency which in the slightest measure may affect the efficiency or reputation of the international service. That has been the one consideration why we decided in favour of two Corporations to start with. After the integration has been completed and after the services have been fully stabilised and we find that both the Corporations have been placed on a sound footing, we will certainly consider whether the time has not arrived when both the Corporations could be amalgamated into one. That we have in mind. I want to assure the House that this position will be examined at the earliest possible opportunity and if Government feels that it will be more advantageous to have only one Corporation, nothing should prevent the Government from amalgamating both the Corporations and having only one for running both the internal and external services.

A question has been raised about the strength and character of the members of the Corporations, and suggestions have been made. There are conflicting suggestions. Some say that the number should be reduced and the number should be between three and five, that all the members should be whole-time employees of the Corporation. Some suggest gest that there should be a majority of official members. Others suggest that there should be a majority of non-official members. The provision as it stands in the Bill is elastic. It is flexible and all these things could be provided. The idea at present is not to make all the members of the Corporations whole-time. A certain number of them will be whole time members and others will be part-time. Representatives of the various Ministries on these Corporations will, naturally, be part-time officers. The provision as it stands is rather flexible and it gives power to the Government to appoint such persons in such proportions as may be deemed necessary to carry on the work of the Corporations efficiently.

Some hon. Members have suggested that there should be a Selection Committee. Ever since the question came up before me, I have been considering that the integration of the staff or employees whose number comes to between 8000 and 9000 will be a tremendous job. It will be further a tremendous job from the following point of view also; the same category of employees with the same experience and qualifications might be getting different scales of salary and allowances in different companies and integration will be a difficult problem; also, fixing of seniority, juniority and all these things. I myself thought that it would be better to have some sort of an independent Committee to integrate the employees of the different companies. But, it is not necessary to provide it in the Bill itself. That would have to be done and I assure the House that we will set up a Committee with a Chairman, who will be an independent person, to integrate the services of the different companies into one.

Shri Vallatharas (Pudukkottai): If the hon. Minister would be pleased to say that there will be at least one or two persons who will constitute the Committee and the nature of the persons who will constitute the Committee, that would be gratifying news.

Shri Jagjivan Ram: It is not a question of one or two. It will be at the most three persons.

An Hon. Member: The names?

Shri Jagjivan Ram: We have not yet decided about the personnel. The Chairman may be an independent person, say, some retired High Court Judge or a retired member of the Public Service Commission or some one like that.

An Hon. Member: Why not a retired Minister?

Shri Jagjivan Ram: Suggestions have been made that for going into the details of the spare parts, etc., there should be an Expert Committee. Obviously for that purpose, we will have to depend upon experts. My idea is to have a Committee of experts drawn from the Directorate General of Civil Aviation, one or two experts from the existing air companies which are merging into the Corporations and some experts from the Hindustan Aircrafts. A Committee constituted of experts will have to go round to check stores and spares and other things. This could only be done by experts and by nobody else.

On the question of compensation conflicting views have been expressed. In my opening speech, I dealt with the various alternatives which we examined before we decided in favour of the one which is included in the Bill.

I may briefly examine here the various proposals which have been urged. Firstly, market value of shares as they existed on a particular date in June 1952. I have dealt with that question, and I do not propose to repeat those very arguments. The other suggestion is: cost of assets minus depreciation and Reserve Fund. Per-

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haps, many friends might not be aware that the amount diverted to the Depreciation Fund by various companies differs greatly. One or two companies have not even cared to divert a single farthing to the Depreciation Fund. Now, if from the purchase price of the assets, the amount of Depreciation and Reserve Funds is to be deducted, it means that those who were prudent, those who were cautious and those who took care to provide for the future replacement of their assets should get less than those who did not care—I will not say whether they were efficient or inefficient; it is for the House to decide—to put a single penny in the Depreciation Fund, and that the latter should get just the cost price of their assets without any deduction because they had not diverted a single farthing to the Depreciation Fund or the Reserve Fund. So, the inequity of this proposal is quite patent.

The other proposal is: just 50 per cent. of the Paid-up Capital. That proposal has arisen out of the anxiety to safeguard the interests of the ordinary shareholders, but this does not meet the situation If 50 per cent. is to be paid as compensation—50 per cent. of the Paid-up Capital—we cannot pay this to each individual shareholder. We will have to pay it to the company. Apart from the merit of this proposition—the merit is this, that a company which has been efficient, which has been prudent, which has been, in the same conditions in which all the companies worked, able to earn some profit, is to be given 50 per cent. of its Paid-up Capital, and a company which has not been efficient enough to earn any profit (again I repeat in the same conditions in which all the companies worked) is also to be paid 50 per cent. of its Paid-up Capital—it will mean that we are putting a premium on inefficiency. Apart from that.....

Dr. Lanka Sundaram (Visakhapatnam): On past inefficiency, or future?

Shri Jagjivan Ram: Whatever it is. But apart from that, we are not going to distribute the amount of compensation to each shareholder. And so long as the Articles of Association of those companies and the provisions of the Companies Act exist, if we pay compensation to the existing companies, they will distribute this amount of compensation to the various categories of shareholders according to the Articles of Association of their companies. This question of safeguarding the interests of ordinary shareholders arises only in the case of two companies. I would not have gone into the individual names of companies but for the mention in great detail in one or two Minutes of Dissent about those companies. Even then, I will not deal with all aspects of the question raised in the Minutes of Dissent because if I try to meet them—and I have ample material in my possession to meet all of them—I am afraid, it will adversely affect the reputation of those firms. I do not propose here to go into such matters as will adversely affect the reputation of any company.

Dr. Lanka Sundaram: Very glad.

10 A.M.

Shri Jagjivan Ram: But the question arises only in the case of two companies. Only two companies have got ordinary shares, preference shares and deferred shares. They are the Bharat and the Indian National Airways. But in the Indian National Airways, the problem does not face us in any serious manner, because out of a capital of nearly Rs. 90 lakhs, they have preference shares only to the value of Rs. five lakhs, and that also is not held in block by any individual or persons. And those preference shares are ordinary preference shares; they are not cumulative. But the question arises in the case of Bharat alone, and those who have gone into the Minutes of Dissent will perhaps find that the Bharat case has been brought very prominently in the Minutes of Dissent. In the Bharat, the capital is Rs. 80 lakhs. Out of that Rs. 50 lakhs are held by ordinary shareholders, and I am told their number is very large. May be. Rupees thirty lakhs are held by preference shareholders. Their number—I am not quite definite, but I am told—does not exceed half a dozen.

Pandit Thakur Das Bhargava (Gurgaon): Half a dozen?

Shri Jagjivan Ram: I am not quite sure, but that is what I am told. And these preference shares, unlike in the case of Indian National Airways, are cumulative preference shares. Now, according to the Companies Act, if we accept any one of these proposals, the amount of compensation will have to be paid to the company, and the company has to distribute it among different types of shareholders according to the terms of the Articles of Association of that Company.

Shri Matthen (Thiruvellah): Excuse me, when were those preference shares raised?

Shri Jagjivan Ram: It was in 1949 —by the middle of 1949; four years ago. Well, I would not again go into details. The hon. Member has raised this question of time. I was just calculating what amount, if we have to pay according to the Companies Act, will have to be paid to the preference shareholders. I am told it will be nearly Rs. 36 lakhs. Now, if we proceed on the basis of 50 per cent. of the Paid-up Capital, the Paid-up Capital of the Bharat is Rs. 80 lakhs. Fifty per cent. of that is Rs. 40 lakhs. Out of this amount, rupees thirtysix lakhs will go, according to the Articles of Association of the Company and the Companies Act, to the preference shareholders, and the ordinary shareholders will be left with Rs. four lakhs to be distributed among them. I said that it does not meet the situation, apart from the inequity and injustice involved in it. We cannot proceed on that line irrespective of the fact that a particular company has been efficient, or inefficient, it has added or not to its Depreciation Fund and Reserve Fund and consequently to its assets. So, I say that this proposal also does not meet the situation.

A very ingenious effort has been made by some of my hon. friends here to find out a formula which can safeguard the interests of the ordinary shareholders. I am afraid that too does not cope with the situation. It is:

> "Provided that in no case the compensation so awarded to a company shall be less than a sum enough to enable the company to pay to all its shareholders at least to the extent of its average market share value prevailing during the last three years."

As far as the ordinary shareholders are concerned, we can have some idea of the market value of their shares. I have got details which show that in respect of several companies we have no market quotations, but taking the case of the particular company, that is, Bharat and proceeding on this basis, Rs. 36 lakhs will have to be paid to the preference shareholders according to its Articles of Association and the Indian Companies Act. In addition to that, we will have to pay to the ordinary shareholders an amount equivalent to the amount calculated on the average price of shares during the last three years preceding June 1952. It will mean that we pay to the preference shareholders not only 100 per cent. of their Paid-up Capital but something more, the additional amount being calculated at the rate of five per cent. per annum as provided for for the preference shares in the Articles of Association. So, the clever device of this suggestion will mean that we pay to the preference shareholders not only 100 per cent. but something more and to the ordinary shareholders we pay on the basis of the average price of shares during the last three years. I leave it to the House to judge whether this suggestion is made really out of love and concern and solicitude for the ordinary shareholders, that we pay to the preference shareholders 100 per cent. and something more while to the ordinary shareholders the payment may be 30 per cent. or 33 per cent. or 25 per cent. or whatever it may come to. I do not want to make any comment myself.

These are the important points which have been raised. As regards the principle of compensation, what we have provided in the Schedule is a very simple device for calculating the amount of compensation. A person possesses an asset. We ask him, "What is the price you have actually paid? For what period have you enjoyed it?" After getting the answer, we determine the rate of depreciation on the actual price that the person has paid. We deduct the amount of depreciation, and what is left determines the amount of the compensation for that asset. That is the principle we have proceeded upon in the Schedule. Of course, we have laid down different rates of depreciation for different types of assets, and as I explained on the previous occasion, there is sufficient justification for laying down different rates of depreciation for different types of assets. I do not propose at this stage to deal in any great detail with all the questions that have been raised. Whenever occasion arises, I will try to go into them in greater detail. At this stage, I only want to make one submission.

This is, perhaps, the first major step towards nationalisation when we are embarking upon nationalising an organised and important industry. Let us approach this subject objectively. Let us not approach this subject with certain set ideas and ideals. Let us not approach this subject with pre-conceived views or on the basis of presumptions which may give to some parties or groups certain advantages outside this House.

Shri Velayudhan (Quilon *cum* Mavelikkara—Reserved—Sch. Castes): What is that advantage?

Shri Jagjivan Ram: I say, let us approach this subject objectively. If all of us would try to approach this subject objectively, I have no doubt that we would make a success of this

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great venture that we are going to undertake.

With these words, I commend my motion.

Mr. Deputy-Speaker: Motion moved:

> "That the Bill to provide for the establishment of Air Corporations, to facilitate the acquisition by the Air Corporations of undertakings belonging to certain existing air companies and generally to make further and better provisions for the operation of air transport services, as reported by the Select Committee, be taken into consideration."

There was an amendment proposed by Mr. Vallatharas for recommittal of this Bill to a Select Committee. He has sent a letter to me saying that he does not wish to move it.

Now, before allowing further discussion, I would like to inform the House that three days have been allotted for the consideration and passing of this Bill. I would like to know from hon. Members how much time we should have for the consideration stage before we go on to the clauses. Will one day do?

Shri Bansal (Jhajjar-Rewari): At least two days, Sir. Consideration stage is the important one.

Shri Jhunjhunwala (Bhagalpur Central): Two days, Sir.

Shri Bansal: Today and tomorrow. Clauses can be discussed for one day.

Shri M. S. Gurupadaswamy (Mysore): Make it 1½ days for consideration and 1½ days for the rest.

Shri Jagjivan Ram: I would have no objection to the discussion on the consideration motion being held for two days, so long as I am assured that the Bill will be passed within three days. I am very doubtful if the clauses and the third reading can be completed in one day.

Pandit Thakur Das Bhargava: Make it half the time for consideration stage and the other half for the clauses and the third reading.

Shri Joachim Alva (Kanara): May I suggest that some time should be set apart for the third reading. After all is said and done, when a long discussion takes place, we do find that at the end certain points arise which have to be reserved for the third reading stage. I am saying this with my full sense of responsibility. Yesterday, for instance, we had practically no discussion during the third reading stage of the Industries (Development and Regulation) Amendment Bill. Some of us did have some points to urge. The Bill also was one which affects a very important sector of our national life. Therefore, I request the Chair to please reserve some time for the third reading also.

Mr. Deputy-Speaker: Is he suggesting that we should proceed from the end and come back to the beginning? Anyway, we can have quarter of an hour for the reply of the hon. Minister to the third reading discussion, and three-quarters of an hour for the other hon. Members. Those who took part at an earlier stage may not speak again. Of course, there are always exceptions and I shall allow one or two hon. Members under this category. Now, as regards the consideration stage, we can hold the discussion for one and a half days, that is, till 11-15 A.M. tomorrow.

Shri Jaipal Singh (Ranchi West—Reserved—Sch. Tribes): Make it 12 o'clock, Sir.

Mr. Deputy-Speaker: If we cannot get through all the clauses in time, I will have to apply the guillotine at the end.

Dr. S. P. Mookerjee (Calcutta South-East): I think that the consideration stage may last up to 11-30 A.M. tomorrow.

Mr. Deputy-Speaker: Yes, it will have to be over by 11-30 A.M. tomorrow including the reply of the hon. Minister. Now, how long does the hon. Minister propose to take?

Shri Jagjivan Ram: Half an hour.

Mr. Deputy-Speaker: Then, hon. Members will have time up to 11 o'clock tomorrow. Normally, the time-limit will be fifteen minutes, and ten minutes if possible. Of course, there are exceptions in the case of the Leaders of various Groups.

One other thing is that hon. Members who were Members of the Select Committee, if they want to speak at this stage and urge what exactly they want to be added, will have a chance. If they support the Bill, it will be easier.

Prof D. C. Sharma (Hoshiarpur): Those who had spoken earlier should not be given a second chance.

Mr. Deputy-Speaker: Yes. I will make a note.

Dr. S. P. Mookerjee: It is generally agreed that the main principles underlying this Bill are consistent with the national demand. It was our endeavour in the Select Committee to examine the provisions of

the Bill from this point of view. I would not like to go into details, but there are some questions of general principle which I would like to bring before the House. I recognise that they are not easy of solution. In fact, the hon. Minister himself has referred to some of them. But the attitude taken up by some Members of the Select Committee who were not quite negligible in number should be fully explained before the House.

I join the hon. Minister in paying my tribute generally to the private concerns which had started these air line services in this country.

On the whole, they have worked satisfactorily, especially with regard to the foreign service. Undoubtedly, it is a matter of pride that within such a short time, we have been able to establish an organization which is almost second to none in the whole world. The circumstances in which this nationalisation is going to take place are somewhat peculiar. The Government itself laid down conditions under which these concerns had to work and the situation has now arisen when it is not possible for these concerns to carry on their activities without greater financial support. Instead of Government paying money to them individually, it is thought desirable that the whole thing should be brought under Government control and management, and thereby run as a national concern.

I entirely agree that we should have Statutory Corporation and the work should not be entrusted to the Government department as such, but we have to be extremely careful with regard to the manner in which the Corporation functions. Many things have not been said in the Bill. Perhaps it is not possible to discuss these matters, but I firmly believe that you cannot have a mixed type of administration. Government has certain responsibility in this connection and Government has to discharge its responsibility in a proper manner. At the same time the Corporation must function as a semi-independent organization, subject to the provisions embodied in the Bill. For that purpose it is necessary to observe extreme care in filling up the membership of the Corporations.

[SHRIMATI KHONGMEN *in the Chair*]

I would certainly advise Government to see to it that the majority of the members of the Corporations are not permanent officials of Government. It is a delicate matter which cannot be discussed or it cannot be decided in the course of speeches, but if we want to have a Corporation it should be compact in size and the majority of its members should be wholetimers, so that they should be able to give exclusive time to the building up of this organization. I do not think that it will be safe to have a majority of members of the Corporations who will be permanent officials attached to one Ministry or other, for those will be the very persons who will have to advise Government later on in case the need arises for Government to issue any directions or take any further steps in accordance with the provisions of this Bill. You cannot have divided responsibility. The Corporation is a legal entity. It has a separate existence and it must be given full scope within the limits of the Bill to function without any hindrance, without any interference; undoubtedly Government may help or may step in as we have laid down in the Bill itself. But if there is scope for too much interference in the working of the Corporation, by a large number of permanent officials, then it will create an embarrassing situation for the Corporation, for the officials themselves as also for the Government. We have therefore made some suggestions which the hon. Minister said he would be prepared to take into consideration at the time of filling up the personnel of the Corporation.

We should avoid also one other thing. When we select men, we should select them on account of their personal integrity, their reputation, their experience and ability, and their treating this organization as a national organization. If you have persons in the Corporation who have their loyalties elsewhere, it will create a conflicting atmosphere and it will not be good for anybody.

With regard to the question of having two Corporations, we have not been satisfied with the explanation given by the Government that there should be two Corporations and not one. The Planning Commission have made the recommendation. The Rajadhyaksha Committee made its recommendations and there are obvious advantages in having one Corporation.

It has been pointed out that by having two Corporations we at least keep separate the working of the Air India International which is in charge of foreign travel. We do not want that the present standard should go down. We do not think that the Government has made out a case which would make us feel satisfied that there is a need for two Corporations and not one. The suggestion that we gave was that there may be one Corporation at the top with two divisions one internal and another external and we also suggested that the external

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Division may be known as the Air India International so that we will not touch it at all. At the same time we will have one Corporation at the top which should be able to work in a co-ordinated manner during the period of transition. Of course, I was glad to find that the hon. Minister gave an assurance to the House today that after giving this two Corporations scheme a chance to work for some time, Government would keep an open mind and would be prepared to have one Corporation if that was considered to be desirable in the national interests. I would like to make one suggestion in this connection. Even if the two Corporations are to function as such, it will be desirable to have the personnel to be the same with regard to both the Corporations. In other words, the legal entity may be kept separate but we may have the same set of persons who will take into consideration the needs of the air services altogether and evolve a national policy in that connection.

There is the question of training and there is the question of reducing expenditure for repairs, stores etc. There is the question of allowing the best qualified persons who are now working outside Air India or Air India International to have a chance according to their qualifications in the 'foreign service' if I may so call it. These are matters which must be examined and decided with a view to securing efficiency and also peace and solidarity amongst the workers. I need not conceal the fact that I had an occasion to meet a number of young workers, technical men and others who are now serving in these different air services and I was greatly impressed by the manner in which they approached their problems. Apart from their qualifications, they were imbued with patriotic feelings and they were extremely anxious that their services, their knowledge, their experience should be taken full advantage of in building up this national organization and it will be a mistake if we create any psychological atmosphere which would make this excellent personnel feel that they are not getting what is legitimately due to them, by having two separate Corporations and treating them as separate entities. Whatever success these air services have attained up till now, undoubtedly the credit would go to the sponsors but I believe, a vast amount of the credit should go to the personnel, our own men, our own boys from top to bottom who have worked with singular devotion and have shown themselves capable of doing things which would be a matter of pride in any country.

If we lose their loyalty, if we lose their confidence, it will have a disastrous effect on the future working of this national organisation. I do not wish to go into details, but even if it is decided that you will have two Corporations for the present, let us work the two Corporations in such a way that there may be complete cohesion and co-ordination, saving of as much expenditure as possible and increase of as much efficiency as possible.

Next comes the question of the employees. Now here, the provision in the Bill is that those who have been in the service of these air companies till a certain date in June or July 1952 will be taken in automatically, barring some top men like General Managers and so on. Now a question arises as to what happens with regard to those members of the staff who might have been in the employ of some air company 'A' previously and later on, after this appointed date, without any interruption received appointment under some other air company. Perhaps he got a better job. Strictly speaking, according to this interpretation, those people are not liable to be reappointed. The hon. Minister has accepted an amendment to the effect that the case of those who have been victimised and turned out later on will be considered. But it is not a question of victimisation; it may be a question of promotion. Suppose a person in air service 'A' got a better job in air service 'B' and left air service 'A' after the appointed date; why should not his case be considered? It should be possible for the House to find out some wording, some amendment, which would make their position absolutely clear under the provisions of the law. Of course, the hon. Minister assured us that individual cases would be taken into consideration by him. But we do not want that there should be any favouritism shown in respect of one or other. It should be done as a matter of law, just as we have done with regard to other employees.

The next point is with regard to compensation. Now, with regard to compensation, I agree it is not an easy matter to decide. The hon. Minister very frankly placed before us the various possible alternatives. Now, supposing we proceed on the market value of the aircrafts and other things, well obviously the market value will be tremendous if you allow them to be sold outside. On the other hand, many of these aircrafts were sold to these companies by the Government itself at ridiculously low prices. So, so long as the ban continues—and the

ban has not been imposed now; it has been there for the last so many years for national reasons—obviously the market value of the aircrafts or such other things as are not allowed to be exported today cannot be properly determined. Now, if you take into account the market value of the shares, well that also presents a difficulty, because the market value of the shares had gone down considerably until the announcement was made that the Government was going to adopt a scheme of nationalisation, because practically all the companies were running at a loss and they were debarred from selling their assets outside the country. So the shares practically had no value. So if you calculate the compensation on the basis of the market value of the shares, it will be no compensation at all and it will not be fair. Well, thus by a process of elimination, the hon. Minister arrived at certain principles—you call them principles—or a certain basis of calculating the compensation. Now, we have discussed the question of the ordinary shareholders. The hon. Minister also has placed Government point of view before the House. Frankly speaking, we could not find a solution in the Select Committee, but we have been thinking about this matter and even now we would like Government to consider this matter from the legal standpoint as also from the equitable standpoint. Now, we are going to give compensation to each of these companies. The proposal which I place before Government is something other than that we have placed so long. We are bound by that proposal, but we would seriously ask the Government to consider this matter. I am prepared to accept the Schedule as suggested in the Bill, that we will decide the quantum of total compensation to be paid to each company in the manner described in it. I am prepared to accept it. But then let us provide in the Bill itself that Government will proceed to acquire the shares of each company, and the total value of the shares of each company will be equal to the total compensation which is payable under the Schedule itself. And then the shareholders will be paid up according to some equitable scheme, into the details of which we need not now enter. But the total will not exceed the total compensation which each company will get according to the scheme which Government has sponsored.

What is the advantage of this proposal, I would ask the Government seriously to consider. The advantage of this proposal will be this, that the shareholders, the ordinary shareholders, will get their quota. They will get their quota not in accordance with the wishes of the managing agents not in accordance with the provisions of the Memorandum of Association, but in accordance with the decision which Parliament will take.

I quite appreciate the difficulty of Government, that they do not wish, ordinarily, to interfere with the operation of the Indian Companies Act. I also understand the difficulty of the Government that they do not wish to interfere with the Memorandum of Association. But Government today is nationalising; Government today is taking over these concerns, and Government has decided to pay to each company a certain sum as compensation according to the Schedule which you have accepted. Then, how will that amount be paid to the company? Of course, my proposal will debar the managing agents from getting anything. I do not think it is the intention of Government especially to favour the managing agents.

Shri Jagjivan Ram: They do not get anything under this.

Dr. S. P. Mookerjee: Under the Memorandum of Association they may.

Shri Gadgil (Poona Central): How will you divide between preference shareholders and ordinary shareholders?

Dr. S. P. Mookerjee: We can do that. I claim that this Parliament is sovereign enough to lay down a basis for distribution of the compensation amongst the shareholders in a fair and equitable manner, and it is a matter which the Attorney-General will have to consider in the light of whether there is any possibility of this being brought before the High Courts or the Supreme Court. Let us go into that question. I do not want that the shareholders, especially the poor shareholders—middle class people—who came to deposit their money amounting to lakhs and lakhs of rupees should be deprived of their money and left at the tender mercy of the managing agents or according to the conditions which are incorporated in the Memorandum of Association.

That is the constructive suggestion which we are making before Government. We have examined this matter for the last few days and we have not been able to find a solution. If I accept any of the other methods of calculating compensation, I immediately am confronted with the difficulty which the hon. Minister has so eloquently pointed out. Therefore, my basis of approach is that I accept

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the Schedule as given by Government. That will mean the total quantum of compensation to be paid to each company.

Shri Gadgil: For distribution.

Dr. S. P. Mookerjee: I want Parliament to go a step further and declare some principle in the Bill itself according to which this compensation will be divided in a fair and equitable manner among all the shareholders. Well, that will create confidence in the minds of prospective shareholders in the whole country. What you are now doing is this. You do not even help in dissolving the companies. As the hon. Minister pointed out sometime earlier, this Bill, if it is passed, may theoretically entitle the companies to continue to keep their legal status. Therefore, the shareholders may be completely deprived of whatever share that they may get out of the compensation which the companies will receive. I would, therefore, go a little further and embody in the Bill itself certain provisions which will make it possible for Parliament to lay down certain principles for distribution of the total amount of compensation in a fair and equitable manner.

Now, let that question be examined by Government, whether there are any loopholes here, any lacunae here. By all means, discuss it. But on a matter like this, we would like all sections of the House—Government and the Opposition—to agree on the fundamental approach to the problem. We are nationalising this industry. This is the first big step that Government is taking.

Shri Jagjivan Ram: We are already consulting the Attorney-General.

Dr. S. P. Mookerjee: Quite true. This is one constructive suggestion which we have to make.

Shri Matthen: Is the distribution by the company to the shareholders or is it to be distributed by us?

Dr. S. P. Mookerjee: That is a question of detail. If once it is accepted that Parliament can formulate certain principles for distribution of the total amongst the shareholders—if once that is accepted—then other questions become matters of detail and there will be no difficulty as such.

Shri Jagjivan Ram: No.

Shri Bansal: The hon. Member has made a very good constructive suggestion and I am glad that the hon. Minister is going to consider it. But may I just request him to enlighten the House as to how does he propose to meet other charges that may be on the company? There may be some other charges, for example, employees may have some arrears of pay or there may be various other things.

Shri Jagjivan Ram: Deducting all the liabilities

Dr. S. P. Mookerjee: As I understand from the hon. Minister, each company will be asked to make a full disclosure of the liability of the company. That will be the first step. Undoubtedly, after those charges are met, whatever remains of the compensation is to be distributed among the shareholders in a fair and equitable manner irrespective of what is contained in the Memorandum of Association or what is contained in the Indian Companies Act. That, in a nutshell, is the principle that I am placing before the House.

We wish Government the best of luck in carrying out the provisions of the Bill. There are certain other details on which we have difficulty and in the course of the debate amendments will undoubtedly be placed before the House which, we hope, the Government will consider keeping an absolutely open mind.

We have to be extremely careful with regard to one point. I am anxious that this matter should be settled as early as possible, because this period of transition is most dangerous for the unfortunate passengers who have to travel by air. No one is responsible now. I am not blaming anybody. But now you have created a certain atmosphere of uncertainty and the sooner this matter is settled and the Government comes into the scene and the new arrangement comes into effect, the better it will be for all concerned. We want to nationalise safety of travel; we do not want to nationalise accidents. Obviously, we want to create a new tradition so that there may be improvement in the working of the air lines. I entirely agree with the hon. Minister that it will be extremely difficult during the transition stage to integrate the entire staff. We had to face that difficulty when we integrated the railways. With regard to that, my suggestion would be that a special Committee should be appointed—let there be no charge of favouritism, let there be no charge of nepotism—by

Government consisting of men of unimpeachable integrity and, if possible, you add to them a member of the Public Service Commission. It will be for them to decide what will be the personnel under the new Corporation, the selection of staff, taking into consideration the claims of all who are now serving in the air services. Unless you create such a condition for preserving strict impartiality, you will immediately have difficulties to face which may shake the loyalty and the confidence of the employees.

With regard to the question of the valuation of these parts etc. some calculation has been made in the Schedule. I am not saying whether it is right or wrong—there may be a difference of opinion about it. But, the whole thing is that it depends on the air-worthiness or on the serviceability of these particular parts or particular machines. I have been told—I do not know, I may have been wrongly informed—that a large number of the air companies are keeping these particular things separately and if you go on just applying the rule of thumb and find out whether a particular thing is serviceable or not, then you will have to pay much more according to the rates mentioned than they really deserve. You may have particular parts or particular machines which may last, say, for another 24 hours; you may have some which may last for, say one week or one month and if you have just one rule of law, one principle to be applied with regard to all, irrespective of durability, then Government may have to pay much more than Government should pay. Therefore, the suggestion that we have made is that there should be a Committee of Technical Experts appointed, who will value according to the principles mentioned here and also according to the durability and the usefulness of those particular parts or machines which we propose to purchase. Of course, I am glad that one amendment was accepted by the Select Committee that the ultimate responsibility will be placed on Government. I lay great stress on it. We are dealing with public funds. We have to give them compensation on the basis of the valuation. A question may come up later on that lakhs of rupees were paid for nothing. I am not suggesting that there will be collusion but the possibilities are there. In order to avoid any possibility of such future criticism, everything must be kept in proper form and Government should be able to satisfy the House and the public that whatever has been paid, has been paid for things which were really required for the new Corporation and which were worthy of being paid for at the rates at which they were paid for. These are some of the points which I would like to place before the House at this stage of the discussion.

पंडित ठाकुर दास भार्गव : इस बिल के बारे में बहस करते हुए सब से पहले मेरा एक निहायत अच्छा और निहायत प्लेज़ेन्ट फर्ज यह है कि मैं गवर्नमेंट को इस के लिये मुबारकबाद दूं। मुझे खुशी है कि इस बिल की सिलेक्ट कमेटी ने तकरीबन बहुत से मामलों में यूनैनिमसली (एकमत होकर) फैसला किया और जो हमारे झगड़े थे वह फिल वाक्या ऐसे थे कि उनके अन्दर सेलेक्ट कमेटी के मेम्बरान के दरम्यान कोई उसूल का फर्क नहीं था।

Shri Nambiar (Mayuram): He was Chairman of the Select Committee. It would be better if he speaks in English so that all may understand. It is only a request.

पंडित ठाकुर दास भार्गव : अब तो मैंने हिन्दी में शुरू कर दिया है और मुझको हिन्दी में बोलने की आदत भी है, इसलिये अच्छा है कि मैं हिन्दी में ही बोलता रहूं। मैं ऐसी हिन्दी बोलूंगा जिस को कि सब साहबान समझ जायें।

मैं यह अर्ज कर रहा था कि सेलेक्ट कमेटी में जितने मेम्बरान थे उन सब के बारे में यह कहा जा सकता है कि उन्होंने इस सवाल पर जिस तरह से गौर किया वह यह था कि उन्होंने सारे मामलों पर एक नेशनल प्वाइन्ट आफ विउ से गौर करने की कोशिश की। इस वजह से मैं सेलेक्ट कमेटी के मेम्बरान को और इस हाउस को मुबारकबाद देता हूं।

इस मामले में एक बड़ी खास ताज्जुब की बात यह थी कि जहां तक कम्पेन्सेशन का मामला है, कभी हम ने गवर्नमेंट को यह नहीं देखा कि वह यह कोशिश करे कि उनके

[पंडित ठाकुर दास भार्गव]

खजाने से इतना माकूल रुपया निकाला जाय जितना कि इस केस में हमारी मिनिस्ट्री ने किया है। यहां पर अगर मिनिस्ट्री चाहती तो ऐसा रवैया अख्त्यार करती, ऐसी तरकीब निकालती जिससे कि मिनिस्ट्री के खजाने से कम से कम रुपया निकलता, हालांकि बहुत से शेअर होल्डर्स की जान पहले ही निकल जाती। मैं मुबारकबाद देता हूं मिनिस्ट्री को कि उसने माकूल रवैया अख्त्यार किया और जब उन के नोटिस में यह आया तो उन्होंने शेअर होल्डर्स के नुक्ते खयाल से इसको देखा और एक ऐसा फार्मूला बनाया जो कि रेडी ऐंड रफ जस्टिस करने का है। इस में शक नहीं कि चन्द अश्खास को, चन्द कम्पनियों को इस से भी नाराज़गी हुई, इसका मैं आइन्दा जिक्र करूंगा, लेकिन मैं इस को कहे बगैर नहीं रह सकता कि इस मामले में गवर्नमेंट का रवैया निहायत माकूल है।

एक सवाल जो हमारे सामने आता है वह यह कि दो कारपोरेशन बनें या एक कारपोरेशन बने। यह सवाल भी ज्यादा बहस तलब नहीं है। एक वक्त था कि जब आपस में राय का भारी मतभेद था, लेकिन अब यह मतभेद नहीं रहा। सारे हाउस ने यह देखा कि इस बिल के अन्दर ऐसी दफात मौजूद हैं कि जिन के मुताबिक नाम को तो दो कारपोरेशन हैं, लेकिन दरअस्ल दोनों कारपोरेशन एक ही गवर्नमेंट के हैं, इसलिये उन के अन्दर यह झगड़ा नहीं है कि आपस में कुछ कान्फिलिक्ट का मौका हो। इस में यह प्राविजन है कि एक ही शख्स दोनों का चेअरमैन बन सकता है या एक ही शख्स एक का चेअरमैन और दूसरे का मेम्बर बन सकता है। इससे यह मालूम होता है कि यह दोनों के दोनों एक ही पेरेन्टेज के हैं और उनमें आपस में कोई रकाबत या झगड़ा होने का इम्कान नहीं है। आज जब मिनिस्टर साहब ने यह ऐश्योरेन्स दिया कि अगर चन्द साल के अर्से के बाद गवर्नमेंट को यह प्रतीत हुआ कि दरअस्ल एक ही कारपोरेशन देश के हित में है तो गवर्नमेन्ट पूरा यत्न करेगी कि जल्द से जल्द एक ही कारपोरेशन बना दिया जाय, इस ऐश्योरेन्स के बाद मेरे खयाल में यह सवाल खत्म हो जाता है। मेरी अपनी जाती और आज़ादाना राय यह थी कि शुरू में इस के अन्दर दो ही कारपोरेशन होने चाहियें। इसके वास्ते मैं आज ज्यादा वजूहात नहीं देना चाहता क्योंकि वक्त थोड़ा है, मैं नहीं चाहता कि मैं उन वजूहात को दूं और उन के ऊपर बेकार बहस शुरू हो। मैं अपने दिल में इस बात को महसूस करता हूं कि हमारी चन्द कम्पनीज ने, हिन्दुस्तान को तो छोड़िये, दुनिया में बहुत अच्छा काम किया, और दुनिया में हिन्दुस्तान के वास्ते एक नाम पैदा किया। मेरा मतलब एअर इंडिया इन्टरनेशनल से है। हम सब इस नाम की कद्र करते हैं और हम चाहते हैं कि वह नाम रोज़मर्रा ज्यादा बढ़े। और दुनिया में ज्यादा उसकी ख्याति बढ़े। अगर और किसी वजह से नहीं तो कम से कम इस नाम के रखने के वास्ते एक अलहदा कारपोरेशन जरूरी था। मैं इस मौके पर अपने जज्बात को दबा नहीं सकता और मैं अर्ज करना चाहता हूं कि सभी एअर कम्पनीज ने कश्मीर की लड़ाई के मौके पर जो काम किया वह ऐसा नुमायां था जिससे सारे देश का सर ऊंचा हुआ और मैं उन सारी कम्पनीज को जिन्होंने इस वक्त काम किया, मुबारकबाद देता हूं।

लेकिन जब मैं यह कहता हूं तो मैं यह नहीं भूल सकता कि जहां तक मुझे इल्म है इस के बारे में, किसी कम्पनी ने इनएफिशिएन्टली काम नहीं किया। उन का खास क्लेम गवर्नमेंट के ऊपर है। यह कन्ट्रोल्ड

इन्डस्ट्री है, यह एक तरह से गवर्नमेंट कंट्रोल्ड इन्डस्ट्री है, गवर्नमन्ट की मरजी थी कि उन के फेमर्स और जिस तरह से चाहता मुकर्रर करती, गवर्नमेन्ट की मरजी थी कि उन के रूट्स जिस तरह से चाहती मुकर्रर करती, गवर्नमेन्ट की मरजी थी कि चाहे जिस तरह से उन को इस ढांचे में ढालती। उन कम्पेनीज की कोई अपनी स्वीट विल नहीं थी, कोई इन्डेपेन्डेन्ट विल नहीं थी। ऐसी सूरत में मैं कहता हूं कि उन कम्पेनीज को जिनको अच्छे रूट्स मिले, ज्यादा मुनाफा रहा जिन को अच्छे रूट्स नहीं मिले उन को कम मुनाफा मिला। इस की वजह यह नहीं थी कि गवर्नमेन्ट ने उन के दरम्यान कोई तमीज की, लेकिन वह इस वजह से हुआ कि जो कम्पेनीज पहले फील्ड में थीं उन को दूसरों के मुकाबले में अच्छी रूट्स मिलनी चाहियें थी। यह कुदरती बात थी। लेकिन अगर कोई कम्पनी इस में ऐसी है जो इनएफिशिऐन्ट है और इस इनएफिशिएन्सी की वजह से उस को कोई नुकसान पहुंच जाय तो इस के कहने में कोई ताम्मुल नहीं है कि ऐसी कम्पनी के साथ जो चाहे सुलूक आप करें। लेकिन जहां तक मुझे इल्म है गवर्नमेन्ट जानती है और मिनिस्टर साहब भी जानते हैं कि कोई कम्पनी इतनी इनएफिशिएन्ट नहीं है कि उस को पेनलाइज किया जाय। ऐसी सूरत में जो सवाल पैदा होता है वह अपने किस्म का निराला सवाल है जो पहले कभी पैदा नहीं हुआ। किसी कम्पनी को मुआवजा देने के खातिर आप यह कह सकते हैं कि इस की मार्केट वैल्यू इतनी होनी चाहिये, लेकिन यहां यह सूरत नहीं है। यह बात नहीं है कि मार्केट वैल्यू ही ठीक क्राइटेरियन है। मुझ को मालूम है, मुझ को बतलाया गया है, कि अगर वह सारा सामान जो कि कम्पनियों के पास है सरकार मार्केट वैल्यू पर खरीदे तो उस का दस करोड़ से कम खर्च नहीं होगा।

लेकिन साथ ही मैं जानता हूं कि बहुत सी ऐसी कम्पनियां हैं जिन्होंने गवर्नमेन्ट के डिस्पोजल से कौड़ियों के मोल में यह सामान लिया है। तो मैं कहता हूं कि अगर महज मारकेट वैल्यू उनको दे दी जाय यह मुनासिब नहीं है। लेकिन ताहम यह कहने में मुझे जरा भी ताम्मुल नहीं कि गवर्नमेन्ट को इस चीज का जरूर ख्याल करना चाहिये कि ऐसी कम्पनियों को जिन्होंने अपने असेट्स दूसरे मुल्कों से इम्पोर्ट किये हैं उनको मारकेट वैल्यू दी जाय। हो सकता है कि किसी वक्त उन की कीमत सस्ती रही हो और आज कीमत बढ़ गयी हो। तो यह ठीक होगा अगर गवर्नमेन्ट कम्पेन्सेशन के मामले में जरा और फराखदिली से काम ले। तब भी गवर्नमेन्ट ने फराखदिली से काम लिया है और ऐसे नतीजे पर पहुंची है जिसके लिये यह कहना चाहिये कि फेयर और रेडी जस्टिस है। बहुत सी कम्पनियां गवर्नमेन्ट के कम्पेन्सेशन को दुरुस्त मानती हैं। वह हरगिज राजी न होतीं अगर वह कम्पेन्सेशन को ठीक न समझतीं। आनरेबल मिनिस्टर का यह बयान कि बहुत सी कम्पनियां रजामन्द हैं काफी सबूत है इस बात का कि दरअस्ल जो मुआवजा दिया जा रहा है वह ठीक है। वह कम्पनियों के ख्याल से कम नहीं है और उनको कबूल है। इस सिलसिले में जो झगड़ा रह जाता है वह बहुत थोड़ा रह जाता है। और जैसा कि मिनिस्टर साहब ने फरमाया दो तीन कम्पनियों का झगड़ा रह जाता है जिनको पचास परसेंट पेड अप कैपिटल से कम मिलता है। जैसा कि मैं ने अपने मिनिट आफ डिसेंट में लिखा है हर एक मेम्बर की हमदर्दी थी उन आरडिनरी शेअर होल्डर्स के साथ। अगर आर्टिकिल्स आफ ऐसोसियेशन को देखा जाय तो उनको कुछ नहीं मिल सकेगा। इसलिये हर मेम्बर ने कोशिश की कि उनको नुकसान न रहे। चुनाचे अगर आनरेबिल मिनिस्टर का यह

[पंडित ठाकुर दास भार्गव]

ख्याल है कि जो मेम्बर इस बात की ख्वाहिश रखते थे वह यह चाहते थे कि प्रिफरेंशियल शेयर वालों को ज्यादा पैसा मिल जाय, तो उनका यह ख्याल गलत है। अब आरडिनरी शेयर होल्डर्स की तादाद बहुत ज्यादा है। एक कम्पनी में जिसमें तकरीबन २५ हजार शेयर होल्डर्स हैं १७ हजार वह शेयरहोल्डर्स हैं जो पांच शेयर रखते हैं यानी जिनका इनवैस्टमेंट ५० रुपया है। अगर सिलेक्ट कमेटी में मेम्बरान को तकलीफ थी तो इस बात की कि इन १७ हजार मेम्बरान कम्पनी को जिनका इनवैस्टमेंट ५० रुपया फी आदमी है इनको किस तरह से बचाया जाय। और इस बारे में कोशिश की गयी कि हम लोग ला मिनिस्ट्री से भी कुछ मदद लें। वहां पर हमें कामयाबी नहीं हुई। लेकिन मैं एक तरकीब हाउस में और आनरेबिल मिनिस्टर साहब की खिदमत में पेश करना चाहता हूं। उसको वह ठंडे दिल से सोचें और इस नतीजे पर पहुंचें कि उस का हल बिला ला मिनिस्ट्री की इम्दाद के हो सकता है या नहीं। और साथ ही कम्पनी ला और आर्टिकिल्स आफ ऐसोसियेशन से भी कनफ्लिक्ट न हो जिससे कि आरडिनरी शेयरहोल्डर्स के ऊपर और उन गरीब आदमियों के ऊपर जो कि गवर्नमेंट कनसर्न में रुपया लगाते हैं यह ज्यादती न हो कि चन्द बरस बाद उनको बताया जाय कि उनका सारा का सारा रुपया खत्म हो गया। मैं अदब से अर्ज करना चाहता हूं कि जो कुछ मैं ने अपने डिसेंटिंग नोट की आखिरी दस १२ लाइनों में लिखा है उस की तरफ मैं आपकी तवज्जह दिलाना चाहता हूं। बजाय इसके कि गवनमेंट कम्पेन्सेशन उन अन्डर्टेकिंग्ज को दे गवर्नमेंट को एक तारीख मुकर्रर करनी चाहिये कि उस तारीख तक जितने शयरहोल्डर्स हैं वह आवें और अपने पेड अप केपीटल का ५० परसेंट ले जायें। उस तारीख के बाद जो अशखास कि एन उसूलों के मुताबिक जो शिड्यूल में दिये हुए हैं मुआवजा लेना चाहते हैं गवनमेंट उनको उसी बेसिस पर मुआवजा दे दे। मेरा यह ख्याल है कि आर्टिकल्स आफ ऐसोसियेशन या कम्पनी ला के प्रावीजन कभी किसी आरडिनरी शेयरहोल्डर्स को नहीं रोकते कि वह अपने शेयर को किसी के हाथ फरोख्त कर दे। इसी तरह से आरडिनरी शेयर होल्डर्स उस मियादा के अन्दर जो कि गवर्नमेंट मुकर्रर करेगी गर्वनमेंट के स आवें और अपने शेयर बेच कर अपने रुपया गवर्नमेंट से ले जायं। ऐसा करने से जिसको तीन रुपया मिलता है उसको पांच रुपया मिल जायगा। मैं यह नहीं चाहता कि गवर्नमेंट पेड अप केपिटल का ५० पर सेंट से ज्यादा दे। कई कम्पनियां ऐसी होंगी जो बहुत अच्छी हैं और जिनके असट्स ज्यादा हैं और जिनके शेयर की कीमत ज्यादा मिलनी चाहिये। मैं उनको नुकसान नहीं देना चाहता हूं। न उनको इस फारमूले से नुकसान है और न मेरे फारमूले स और जिनको तीन साल की ऐवरेज मारकेट वैल्यू निकाल कर अगर ५० पर सेंट से ज्यादा मिलना चाहिये तो गवर्नमेंट दे दे। लेकिन जिन अशखास की थोड़ी पूंजी लगी है अगर वह बेच देते हैं तो गवर्नमेंट उनको ५० पर सेंट दे दे। जो बाकी रह जाय उनको इस उसूल के मुताबिक बाकी मुआवजा दे दे। इससे फायदा यह होगा कि आरडिनरी शेयर होल्डर्स जो प्रफरेंस क्युमुलेटिव शेयरहोल्डर नहीं हैं वह गवर्नमेंट से अपना मुआवजा ले जायंगे। यह तरकीब ऐसी है कि जिसमें न इंडियन कम्पनीज ऐक्ट से कनफिलक्ट होती है और न आर्टिकल्स आफ ऐसोसियेशन से कनफिलक्ट होती है और हमारा मतलब पूरा हो जाता है। जिन शेयर होल्डर की मर्जी हो वह इससे

फायदा उठा सकते हैं। वह गवर्नमेंट को अपने शेयर बेच जायं और अपना पैसा ले जायं। लेकिन इसके साथ मुझे डर है कि ऐसा करने से गवर्नमेंट को एक दम से बहुत ज्यादा कैश न देना पड़ जाय। गवर्नमेंट ने प्रोवाइड किया है बांड्स के लिये। मैं नहीं चाहता कि गवर्नमेंट को तकलीफ हो। चुनांचे मैं ने यह अमेंडमेंट रखा है कि जिनके शेयर पचास रुपये तक के हों उनको कैश दे दिया जाय और जिनके ज्यादा हों उनको गवर्नमेंट बांड्स दे दे।

एक चीज मैं और अर्ज करना चाहता हूं। जो मैनेजिंग एजेंट्स और एजेंट्स जो पूरा पैसा शेयर होल्डर को न दिला सकें उनको आयन्दा यह हक नहीं होना चाहिये कि जो रुपया गवर्नमेंट दे उस को वह जिस तरह से चाहें और जिस चीज में चाहें लगा दें। मैं चाहता हूं कि गवर्नमेंट यह उसूल करार दे दे कि जो कुछ रुपया इन कम्पनीज को गवर्नमेंट के इस फेल से मिलेगा उसको वह पहले लाइबलिटीज को मीट करने के वास्ते रखें। उसके बाद जब तक शेयर होल्डर्स जनरल मीटिंग में इकट्ठे होकर यह हुक्म न दे दें कि तुम इस तरह से रुपया लगाओ उस वक्त तक बाकी रुपया शेयर-होल्डर्स में बांटा जाय और इस तरह से खर्च न किया जाय कि जो मन चाहा सो कर दिया और शेयर होल्डर्स बेचारे हाथ मलते रह जायें। मैं अदब से अर्ज करना चाहता हूं कि जो तरकीब मैं ने बतलाई है वह कई चीजों का मुरक्कब है। आनरेबिल मिनिस्टर साहब ने हर एक तजवीज को गलत करार दे दिया और दुरुस्त तौर पर गलत करार दे दिया। तीन चार जो उसूल फील्ड में हैं वे सब के सब नाकिस हैं। न मारकेट वैल्यू आफ असेट्स का न मारकेट वैल्यू शेयर का और न वह उसूल जो कि मिनिस्टर साहब ने बयान किया है स्क्रूटिनी रदाश्त कर सकते हैं। वह भी उनका रफ एंड रैडी मैथड है और वह भी किसी उसूल पर मबनी नहीं है। लेकिन इस बात से कि बहुत सी कम्पनियां उसको मंजूर करती हैं इससे यह नतीजा निकाला जा सकता है कि वह ईक्विटेबिल और फेयर हैं। और बाकी जो यह उसूल मंजूर किया गया है कि १२,००० एक डकोटा का दिया जाय वह इस किस्म की तजवीज है जो कि आम फहम नहीं है। लेकिन मैं जो तरकीब पेश करता हूं वह तीनों का मुरक्कबा है। वह यह कि जो इन तीनों में से किसी भी उसूल के मुताबिक चाहें मुआवजा लेने वाले कम्पेन्सेशन मंजूर कर लें। जो इन उसूलों को मंजूर न करें और जिनका अवरेज ५० फीसदी से अच्छा हो उनको पचास पर सेंट से कुछ ज्यादा दिया जाय। जो पसन्द न करे उसके वास्ते दूसरा उसूल होना चाहिये। मैं अर्ज करना चाहता हूं कि अगर ला मिनिस्ट्री हमको मदद न करे तो हम इस तरकीब से इस सारी गुत्थी को हल कर सकते हैं।

मैं एक छोटी सी चीज और अर्ज करना चाहता हूं और वह यह है कि क्युमुलेटिव प्रिफरेंशल शेयर्स वाले अपना फुल पाउंड आफ फ्लेश लेना चाहते हैं वह ठीक नहीं है। मेरे एक साथी ने कहा था कि वह ५० पर सेंट पेड अप केपीटल पर मुतमइअन हो जायेंगे और आर्डिनरी शेयर वालों को भी ५० पर सेंट दिया जाना चाहिये। हम इसको ऐक्सप्लोर कर सकते हैं और इस नतीजे पर पहुंच सकते हैं कि इससे गवर्नमेंट को पांच या आठ लाख रुपया ज्यादा देना पड़ेगा। लेकिन यह इतनी बड़ी रकम नहीं है जिसको कि गवर्नमेंट देश में संतोष पैदा करने के लिये खर्च न कर सके। मैं यह अर्ज करना चाहता हूं कि जहां तक कम्पेन्सेशन का सवाल है यह निहायत मुश्किल सवाल है। मैं अदब से पूछना चाहता हूं कि यह कम्पेन्सेशन जो हमने मुकर्रर किया है यह उस प्रापर्टी की

[पंडित ठाकुर दास भार्गव]

पोटेंशियल वैल्यू देखकर फिक्स किया है । इसकी ऐग्जेक्ट वैल्यू ऐसरटेन करना निहायत मुश्किल है और हम किसी डेफिनिट नतीजे पर नहीं पहुंच सकते ।

इस वास्ते सारी चीज़ को देखते हुए, खसूसन, इस चीज को देखते हुए कि इस गवर्नमेंट की पालिसी यह है, गवर्नमेंट यह चाहती है कि छोटा इनवैस्टर जिसे थोड़ी सी रक़म इनवैस्ट करनी है, उस को नुकसान न हो और आप के फाइव ईयर प्लान में भी हम चाहते हैं कि सारे देश में छोटे लोगों का इनवैस्टमेंट हो, तो हमें यह इनवैस्टमेंट का जो इनसेंटिव है उस को बढ़ाना चाहिये और इस को बड़ा सख्त धक्का नहीं पहुंचाना चाहिये । मैं इस लिहाज से अदब से अर्ज करना चाहता हूं कि इस को खुले दिल से और थोड़ी फ़ैयाज़ी के साथ देखा जाय जिस से कि सब को संतोष हो । जो राज़ी हैं उन को आप इस तरह दीजिये । जो राज़ी नहीं हैं, उन को ५० परसेंट पेड अप कैपीटल दीजिये । मैं समझता हूं कि इस में आप के प्रैफरेंस शेयर वाले भी ५० परसेंट में राज़ी हो जावेंगे । अगर वह राज़ी न हों, थोड़ी उन में नाराज़गी हो, तो उन को आप उसी तरह से डील करिये जो तरीका कि शिड्यूल में दिया हुआ है । मैं इस के लिये कोई हुज्जत नहीं करूंगा । लेकिन आर्डिनरी शेयर होल्डर्स के वास्ते मैं बहुत ज़ोर से और जितना ऐम्फैसिस मेरे में है उस के साथ कहूंगा कि इन के इंटरैस्ट की गवर्नमेंट को जरूर देखना चाहिये । हाउस के अन्दर हर एक सैक्शन मेरी इस बात से इतिफ़ाक करेगा कि हमारा सब का फ़र्ज है कि इन लोगों के इंटरैस्ट को हम देखें और जिस तरह से भी हो इन के इंटरैस्ट को बचाने की कोशिश करें । यह मुझे अर्ज करना था कम्पनसेशन के बारे में ।

अब मैं जनाब की इजाज़त से दो छोटी बातों के बारे में और अर्ज कर देना चाहता हूं । जहां आप ने बोर्ड बनाया है, ५ से ९ मैम्बरों का, तो उस बोर्ड के बारे में मैं इस बात से इत्तिफ़ाक़ करता हूं और मुझे यह बात बहुत अपील करती है कि हम ने जो बिल बनाया है वह गवर्नमेंट को पूरी ताक़त देता है कि गवर्नमेंट हर तरह से मामले को देख सकें । १५ लाख से ज्यादा वह बगैर गवर्नमेंट की इजाज़त से खर्च नहीं कर सकते । मैं अर्ज करना चाहता हूं कि हम को इस में इस तरह से रखना चाहिये कि गवर्नमेंट की तरफ़ से जो डाइरैक्शन दिया जाय तो वह एक डिटैच्ड तरीके से दिया जाय । अगर वह मैम्बर वहां पर जावेंगे और मामलों में वोट देंगे और फिर वापस आ कर डाइरैक्शन देवेंगे तो यह मुनासिब नहीं होगा । मैं इसलिये गवर्नमेंट की खिदमत में अर्ज करूंगा कि इस को फिर सोचिये और देखिये कि जो मिनिस्ट्रीज के रिप्रैजेंटेटिव हैं वह तो भेजे जायें, लेकिन वह वहां वोट न दें । वे वहां जा कर गवर्नमेंट के इंटरैस्ट को पूरी तरह वाच करें, देखें, लेकिन जिस वक्त वह वहां वोट भी दें और फिर आकर डाइरैक्शन दें तो मुनासिब नहीं होगा । वह वहां वोट न दें और अगर जरूरत हो तो डाइरैक्शन के ज़रिये वह काम करायें ।

दूसरी चीज जो मैं अर्ज करना चाहता हूं उस पर डाक्टर मुखर्जी ने ज़ोर दिया है । इसलिये मैं उस को दोहराना नहीं चाहता । मैं खुद जानता हूं कि इस में कोई शक नहीं कि इंडिया इंटरनैशनल का स्टैंडर्ड काफी ऊंचा है और रहेगा । लेकिन यह दोनों एक दूसरे पर रीऐक्ट करेंगे । जो इन के बारे में इंडिपैंडेंट कमेटी बने वह ऐसी बने कि जिसमें लोगों के अन्दर कानफिडेंस हो, जो एम्प्लाईज हैं, जिसकी सरविसेज इंटीग्रेट

करनी हैं, जिनकी सरविसेज में तबदीली करनी हैं तो वह इस तरह से विचार करें कि जिस से उन को ज्यादा से ज्यादा सन्तोष हो।

इन अल्फाज के साथ मैं बड़ी खुशी से इस क़ानून को सपोर्ट करता हूं।

श्री झुनझुनवाला : आप ने यह सुझाव दिया है कि गवर्नमेंट शेयर खरीद ले और फिर ५० परसेंट दे दे। तो ५० परसेंट का शेयर खरीद लेगी तो फिर जो कम्पनसेशन दिया जायगा, मुआवजा दिया जायगा तो वह गवर्नमेंट का जो बेसिस है उसी के मुताबिक दिया जाय या अन्य कोई आधार हो। लेकिन यदि वे लोग यानी कम्पनी मंजूर न करें तो?

पंडित ठाकुर दास भार्गव : कौन लोग?

श्री झुनझुनवाला : जो मैनेजिंग एजेंट हैं।

पंडित ठाकुर दास भार्गव : मेरी अर्ज यह है कि मंजूरी का सवाल नहीं है। गवर्नमेंट उसूल क़ायम करती है। जो शेयरहोल्डर्स हैं वे एंटाइटल्ड हैं कि इस भाव पर बेच दें। जो राजी नहीं होंगे उन पर भी यह ड्यूटी होगा।

श्री झुनझुनवाला : नहीं। आर्डिनरी शेयरहोल्डर्स हैं वे तो गवर्नमेंट को बेच दें। गवर्नमेंट को उस में देना हुआ।

Shri Meghnad Saha (Calcutta North-West): Let us hear what he is asking of the hon. Member.

Mr. Chairman: Let the hon. Member address the Chair.

11 A.M.

श्री झुनझुनवाला : I Want to ask the hon Member कि यदि आर्डिनरी शेयरहोल्डर्स गवर्नमेंट को शेयर बेच दिया अपने ५० परसेंट में। अब गवर्नमेंट से ५० परसेंट आर्डिनरी शेयरहोल्डर्स को दिया जायेगा। बाकी जो रुपया बचा वह किस तरह से गवर्नमेंट कहेगी कि हम ने जो गवर्नमेंट ने उसूल क़ायम किया है उस उसूल के अनुसार उस कम्पनी को अधिक देना पड़ जायेगा और वह कहे कि मैं इतना ही अधिक लूंगा, तो गवर्नमेंट फिर क्या करेगी।

पंडित ठाकुर दास भार्गव : मेरे लायक दोस्त ज़रा सोचेंगे कि दर अस्ल यह सवाल इतना मुश्किल नहीं है। जितने आर्डिनरी शेयरहोल्डर्स देना चाहें वह खरीद लेगी।

The balance of the shares in terms of proportionate property in the company will be dealt with according to the provisions of the Schedule. There will be no difficulty.

The Deputy Minister of Communications (Shri Raj Bahadur): It boils down to this then that the compensation calculated on the basis of the valuation assets will go to preference share holders in the company and the Government will have to pay in addition to that from its own pocket 50 per cent. of the face value of the ordinary shares.

Pandit Thakur Das Bhargava: This Schedule deals only with the cost price of the assets *minus* depreciation. This is the only thing given here. I propose that the first thing should be that the Government should be liable to pay 50 per cent. Paid-up Capital to the shareholders.....

Shri Raj Bahadur: Over and above what shall be calculable on the basis of the Schedule?

Mr. Chairman: Order, order. Both the hon. Members were in the Select Committee All these things should have been discussed in the Select Committee.

Shri M. S. Gurupadaswamy: In the Select Committee the question whether there should be two Corporations or one Corporation was raised on a number of times. The majority of the Members on the Select Committee decided in favour of two Corporations. But the arguments that were advanced both by the hon. Minister and by some of the Members were not convincing. I noticed when

[Shri M. S. Gurupadaswamy]

I was in the Select Committee that there was a consensus of opinion of the majority of Members favouring only one Corporation. There is strong reason for this view point. . The Planning Commission in its Report has suggested that there may be only one Corporation with two wings operating, external and internal services. Again, the Transport Enquiry Committee also has favoured the idea of one Corporation. I may point out that the Planning Commission's Report has been approved by the concerned Ministry. It was only after getting the consent of the Ministry that the Planning Commission has submitted its Report. So there was the consent of the Government also in the beginning for one Corporation. But afterwards some extraneous considerations must have intervened and made the Government to adopt two Corporations. The reasons given by the hon. Minister on the floor of the House were not at all convincing. When we drew the attention of the hon. Minister in the Select Committee to this point he said there that the Air India International enjoys a certain reputation and further during the initial period there may be dislocation in internal airlines due to reorganisation and as far as possible such dislocation should not be allowed to upset the external airlines. But he conceded one thing that there may be two Corporations for a few years and afterwards both the Corporations may be merged into one. But I fail to understand why there should be two Corporations even at the beginning. In 1946, in England there were three Corporations. Subsequently they were reduced to two and the present experience is that even two are not satisfactorily working. There is a growing feeling that these two Corporations should be merged into one.

Again in Australia, I learn, there is only one Corporation operating both internal and external lines. Various instances may be quoted in favour of the idea of one Corporation.

Shri Raj Bahadur: In Australia there are two air companies, not one.

Shri M. S. Gurupadaswamy: I stand corrected but that has not weakened my argument in favour of one Corporation. Here in India we have got a small nucleus of air services and as they are slowly developing, we want more unity of control and it would be a real advantage if there is only one agency to manage and administer the whole thing. If there is one Corporation, there will be greater efficiency, greater measure of supervision and more economy. If there are two Corporations, according to the statement made by the hon. Minister, we are going to incur extra expenditure of nearly Rs. six lakhs. Why should we waste this Rs. six lakhs unnecessarily? Because the Minister is fond of two Corporations or somebody else wants it why should we waste Rs. six lakhs? What is the ultimate benefit we get out of this? Nothing. The Minister says that for convenience sake let us have two Corporations in the beginning. What is the convenience he is going to derive? I cannot understand. If there is only one Corporation, there will be greater convenience, greater efficiency, greater unity in the personnel and labour employed. There will be solidarity from top to bottom if there is one Corporation. Otherwise, that solidarity is destroyed and there will be waste, extravagance and duplication of work leading to all sorts of vices. So I urge upon the hon. Minister—it is not too late and let him agree with us—to start with one Corporation and if he finds that he cannot manage with one Corporation, then we will think of other measures to counteract the drawbacks or difficulties which he will face. But now there is no ground or reason for the setting up of two Corporations.

Moreover, there seems to be an idea that in the initial period, there will be dislocation or there will be reorganisation leading to dislocation. All sorts of such funny ideas seem to have prevailed upon the mind of the hon. Minister. I want to submit that there should not be any dislocation either in the labour front or anywhere else. If there is dislocation in the beginning, it will upset the entire machinery. Suppose a feeling is spread among labourers that some of them will be retrenched or there will be reorganisation leading to retrenchment, what will happen then? The morale of the labourers will be destroyed. Air services are such an industry that they will require cent. per cent. cooperation of labour. Labour should be associated at all levels. If labourers are not assured that their interests will be safeguarded properly, then there is no meaning in nationalisation. What is the purpose of nationalisation after all? It is to manage the industry well to the satisfaction of all the interests concerned including the interest of labour. Unless such a thing happens, there is no good in calling it as nationalislation. So I strongly take exception to the idea of two Corporations. I want that there should be only one Corporation.

Then I want to say something about the scheduled and non-scheduled operators. The hon. Minister seems to have entertained an idea that nationalisation will be complete even if non-scheduled airlines are not nationalised. It is rather a very funny idea. Nationalisation should be complete and will be complete when the whole aviation services are brought under one agency, under the agency of Government. Unless that is done, there cannot be nationalisation. I strongly feel that there cannot be a private sector and a public sector in a nationalised industry. You cannot call this as nationalisation when you allow certain private proprietors to operate their own services.

I have got other reasons also for stating that non-scheduled operators should not be allowed to operate hereafter. After going through the statistics, I find that nearly 30 per cent. of the income earned on passenger traffic is enjoyed by the non-scheduled operators. In 1951, the non-scheduled operators carried nearly 63,000 passengers whereas scheduled operators carried 40,000 passengers. Freight carried by non-scheduled operators in the same year is 1,36,000 lbs. and by scheduled operators 96,000 lbs. It is less than the freight carried by the non-scheduled operators. Again, in terms of miles, the non-scheduled operators in 1951 covered 65 million miles, the scheduled operators covered 90 million miles. So you will see that in all categories, 30 per cent., that is, nearly one third of the field, is enjoyed by the non-scheduled operators.

Shri Raj Bahadur: That is not entirely correct.

Shri M. S. Gurupadaswamy: I can give you figures.

Shri Raj Bahadur: You are including non-scheduled flights performed by scheduled operators also.

Shri M. S. Gurupadaswamy: What about passengers and other things?

Shri Raj Bahadur: That is what I say.

Shri M. S. Gurupadaswamy: It is common knowledge that freight pays more and charter operations are always remunerative. If these things are left in the hands of non-scheduled operators, then the income that usually accrues to the scheduled operators goes away. So I want that non-scheduled operators must also be taken for nationalisation.

There are so many things to say but I have no time. I will refer to one more point, that is, labour. Government seems to be lukewarm in their attitude towards labour. They seem to visualise some retrenchment after standardisation and reorganisation of labour. But I want to point out that only 8,000 labourers are employed in this industry and the industry is expanding. It has gone on expanding from 1946 up to now and most of the air personnel are highly technical. We cannot get them for the mere asking of it. Because there was second world war many persons were given training and we were getting the benefit of their services at a cheap rate. I feel it is our national duty to utilise effectively all the technical personnel available in the country. Unless we do it, the technical experience will go to waste. It will be a national waste and we canot allow it to happen. Technical know-how is as much important as the national wealth of India. The policy of the Government should be so shaped as to employ all the technical personnel, all the employees employed in this industry. I urge upon the Government that representatives of the workers, who enjoy the full confidence of their class should be associated at all levels. Particularly I want a labour representative to be in the Corporation This is very necessary. Unless the labourers are made to feel that they are partners in this industry, you will not get their full support and co-operation and you cannot run the services economically, and there will be no efficiency.

Shri K. C. Sodhia (Sagar): I may kindly be permitted to speak for five minutes, Madam.

Mr. Chairman: Not now.

Shrimati Sushama Sen (Bhagalpur South): I did not think that I will have to speak on this; but, as I was a Member of the Select Committee, I would like just to say a few words on one or two questions and the important question of one or two Corporations. This matter was fully discussed. Although some of us felt at first that perhaps one Corporation would be better, after the hon. Minister had given an explanation, we fully supported his view that there should be two Corporations in the beginning and perhaps, later, when it is found that our internal Air Corporation is working well, then it would be time enough to amalgamate the two Corporations into one. This is one point which I would like to stress. I think for the present two Corporations are absolutely necessary.

The other question is about compensation. Of course, I have given a Minute of Dissent. But, after the hon. Minister has explained that he would see that the compensation to be given is decided by Parliament and

[Shrimati Sushama Sen]

that all companies get their due share, that satisfies us. This is a matter which was worrying us. We felt that all the shareholders who had invested a lot of money, should really get their adequate share. Since the hon. Minister has assured us that this question will be dealt with in all fairness, I think there is no cause for complaint now.

The other point is about the constitution of the Committee. That too was discussed at length. We all felt that one person experienced in labour matters should be included on the Board of the Corporation. It is very necessary to have a person who is an expert in labour. I had also suggested that a woman member should be there, because the question of air hostesses and other questions affecting women are there. I should think that the hon. Minister has accepted my proposition in principle although it is not stated in the Bill.

Shri Jagjivan Ram: Mr. Rohini Kumar Chaudhuri, who took a keen interest in the air hostesses, is not present now.

Shrimati Sushama Sen: Yes, and Mr. Rohini Kumar Chaudhuri raised the question that a person who had left a company and had joined some other company could come back and that he should be given the same privileges and that he should get the same increments. I do not think that is really fair. If someone who has thought it fit to go and take service elsewhere, especially in foreign countries, comes back and wants to be employed again, I do not think that it is fair that he should demand that the Corporation should take him at once. This is what Mr. Rohini Kumar Chaudhuri pressed in the Committee and he passed on two or three amendments which were not accepted.

Shri N. Somana (Coorg): As a Member of the Select Committee, I think it is my duty to give my wholehearted support to the Bill as it has emerged from the Select Committee.

There has been a serious difference of opinion on the question whether there should be two Corporations or one. I am rather surprised that even at this stage, after the very valuable explanation that has been given by the hon. Minister of the reasons that made him agree to these two Corporations, there should be any controversy on this matter at all. As has been referred to, we all admit that this air travel Industry is in the initial stages. We should go with great caution. That is one of the strongest reasons why we should try the experiment of two Corporations and see how they work. As the hon. Minister has put it very clearly, it has to be said to the credit of the Air India International that it has established a great reputation today. It has some obligations and contracts with other nations which, I think, by mere legislation of this Parliament, could not be transferred, as many of us think today. Though, of course, the legal entity would be changed and the State becomes the succeeding agency, I feel that there will be real difficulties in changing over the international conventions and agreements and contracts that have been entered into by the Air India International and certainly it will take a long time to get over the difficulty of getting these agreements changed. I should also think that there should be difficulty in making these Corporations into one if we combine the Air India International and all the existing air companies in India. I think there would be difficulty in making the other countries agree with the new company that is to be formed. Therefore, I should think that we would be well advised in starting two Corporations and try it as an experiment. As has been referred to, even in England, they had three Corporations to start with and even today, they are having two Corporations. I should think that in a way this would certainly give rise to a healthy competition. Of course, the risks are there as there are risks even in having one Corporation. So far as risks are concerned, I should think they are more in having one Corporation rather than in having two. We take over the companies as they are today and try to work them and see that all the companies that are working within India are organised and put in proper form. Only when that is done, we can think of, as the hon. Minister said, combining the two Corporations into one and seeing that it works properly. So, I should think from all these aspects it is as well that we make a modest start with these two Corporations and see actually how they work, and after we gain experience in many matters, we could combine these two Corporations and make them into one.

A suggestion was made that we could have one Corporation with two branches. I should think so far as these two Corporations are concerned, there is not much difference at all. As a matter of fact, there is ample provision in the Bill for close co-operation between the two Corporations. The Chairman of the two can be a common man, and even so far as the members

of the Corporations are concerned, they also can be common. There is no difficulty about that. Then, even as regards the transfer of officers from one Corporation to another, training and other matters, these also can be combined. There should be no difficulty at all. So, really I do not think there is any serious objection apart from mere sentiment to having two Corporations.

It has been repeatedly quoted that in the Five Year Plan it has been stated that there should be only one Corporation, but the Five Year Plan is not a thing which should be followed strictly for all time to come. As the hon. the Prime Minister has often stated, it is not to be taken for granted that it is a permanent thing for all time to come. It certainly can be changed. As has been rightly pointed out by the hon. Minister, that the subsequent study of the whole problem has convinced them that the view taken earlier by the Planning Commission has to be changed, and that the idea of having two Corporations would be a much better one than the idea of having one Corporation. So, there is absolutely no necessity to rely on the observation made by the Planning Commission in support of having one Corporation.

One matter which, of course, the hon. Minister has referred to, and to which I should like to refer in this connection, is about safeguarding the rights of employees. Of course, representations have come to many Members. Probably, all the Members must have received representations from the employees. There is an apprehension now in the minds of the employees, especially of those employed in internal air services that their grades etc., will be much lower than what they get now. I am making a humble request to the hon. Minister to give his serious consideration to this problem and to see that there is not much discontent among the servicemen because, after all, as many Members have stressed, the utmost importance should be attached to the enthusiasm and the work that has to be put in by our servicemen from the top to the bottom. So, from that point of view, I am making a humble request to the hon. Minister to study the problem and see that as far as possible the service conditions do not differ. Naturally, persons who are serving on the international lines will have to be paid some higher allowance etc., but so far as other matters are concerned let it not be said that the internal Corporation which is to be formed is inferior to the Air India Inernational which will be a separate Corporation. That is one matter which has struck me and I am making an appeal to the hon. Minister to give his earnest consideration to it. It is a matter of detail which, of course, need not go into the Bill.

Before I close, I have also to pay a tribute to the way our airmen have been working on their jobs during these years. It has been our experience that so far as accidents are concerned, if we consider the whole world today, the least number of accidents have happened in India. It is really a very creditable thing that we have kept up such a high efficiency of service. It is our desire that this efficiency should certainly be increased further and we must make it a model to the whole world. It is certainly possible if there is enthusiasm and cooperation on the part of those people who are responsible for running this Corporation and also the men who are employed on the various jobs.

So far as representation of labour is concerned, a lot of concern was expressed by friends opposite. It will be seen by them that even in the Air Transport Council, the Select Committee has made provision for a representative of the employees to be a member. Many things can be settled amicably there, and when there is a dispute, the Government will ultimately be the arbiter of the whole situation, and things could be settled very happily. So, I do not think there is any cause for apprehension in this connection that their cause has been neglected or that the Government has been callous to the interests of labour. I am very happy to say that the hon. Minister, who himself was Minister of Labour for some time, has taken scrupulous care to see that the interests of labour are safeguarded very properly, and that suitable representation is given to them on the Air Transport Council and also on the Advisory Council. So, I do not think there is any force in the arguments of the Opposition that labour has not been treated properly.

I should think that with these observations which I have made in support of this Bill, even the Members of the Opposition ought to be convinced that the Bill we have now put forth before the House is a very fair and equitable one even with regard to labour and must be acceptable to all sides of the House.

In the end, it is also my duty to pay a tribute to the hon. Minister and also to the Deputy Minister, who have been in charge of this Bill. I know to what extent they have been working at this. It was not an easy affair to have brought all these various

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companies to a sort of agreement, and make them to agree to this nationalisation. After all, as has been stated, it was not an easy thing to make all these companies agree to nationalisation, and I learn on authority that even now there are certain companies which are not quite happy about this nationalisation. I am sure the hon. Minister must have taken great pains to see that these air services are nationalised, and to that extent, this House owes a deep debt of gratitude to the hon. Minister for the great services he has done to the nation. I pay my tribute to him for the great effort he has made in this connection, and I have no doubt that the whole matter will be quite safe in his hands. Both employees and employers of the Corporation will certainly get a very equitable treatment, and let it be our hope that these two Corporations will be a model to the whole world, and will earn a great name to this country.

Shri Nambiar: I have had the opportunity to sit in the Select Committee. In the Select Committee the idea with which we on this side worked was that this nationalisation or what is known as nationalisation must have the benefit and advantage of having cheap travel with maximum safety for the common people. That was the idea with which we approached the whole issue. In the Select Committee we fought for one Corporation, and we suggested that that was an argument for the advantage of the wellbeing and the better running of the whole show. I do not want to go into details because several hon. Members have stated them.

With regard to the nationalisation aspect of the question, we stated that as things stand today it is not nationalisation, and I still feel that it is not a fully nationalised industry. With the very idea of the Corporation, the ex-operators or their agents are likely to come in, and they have got their non-scheduled sector again. Some person whose interest will be to see that the Government is kept out of the non-scheduled operations will come and sit in the Corporation and he will try to utilize his presence in the Corporation for getting more profit in the non-scheduled sector. This is a possiblity.

Shri Raj Bahadur: Not passible under the Bill.

Shri Nambiar: That is why we on our side said that those who are in the Corporation must be either officials, or those who are specially recruited by the Government for this purpose, and we suggested that the Corporation should contain five persons—the Communications Ministry, the Defence Ministry and other Ministries should be represented, an expert to be added, and a representative of labour, thereby making it a complete body, making it a nationalised industry in its real sense. And we wanted to point out that the labour representative must be there. I cannot conceive the idea of nationalisation without associating labour. Labour is not merely a wage-earner; it is equally a partner in a nationalised industry, because the money that comes from the exchequer also belongs to labour. From this point of view, the association of labour from the very beginning should have been there in regard to the formation of the two Corporations, the esttlement of labour disputes—which is provided for in the Bill under the heading of 'labour relations', and the assessment of the compensation. Nowhere has labour been associated in any of these matters, in spite of the fact that the Chairman of the Committee was requested to be heard by labour. At least, the Committee should have had the courtesy to hear the labour representatives. After all, what did labour say? It only pointed out that there were many lacunae in the assessment of compensation and it promised to supply a better formula if the Committee heard it. But labour was not associated. In future also, I think that it is not going to be associated in the conduct of this show. This attitude of the hon. Minister, which he has assumed from the beginning, is not wholesome. He was once a Labour Minister, but with all my respect for him, I must say that he is still reluctant to hear the labour side. That is my complaint.

Shri Jagjivan Ram: I am prepared to hear the labour side, not on the recommendation of my hon. friend but on my own.

Shri Nambiar: I may assure him that I am not representing labour in this respect. I am merely suggesting that labour should be heard. I am not at all in the picture. Why should he assume that Nambiar or the Communist Party is in the picture?

Shri Raj Bahadur: We have heard labour more than once. In the Select Committee we also considered their

representations, but no such thing as the hon. Member says now, *viz*, about compensation etc. was ever mentioned—not even by the hon. Member.

Shri Nambiar: That is why I say that labour must be heard. You want to nationalise this industry within a very short time, and you say that you have no time to consider the representations of labour. It is a fantastic idea. That is why I say that there is something wrong in your entire conception of nationalisation.

Our apprehensions centre round not one or two points, but many of them. On the question of compensation, if Government had tried to give reasonable compensation, I would have understood it. I do not want these ex-operators to be robbed of their dues. But in spite of many rebates, the industry is in a state of collapse. Did you take this factor into account when deciding the compensation? No. In spite of the fact that the depreciation is calculated at a rate disadvantageous to Government, and in spite of the fact that in allowing depreciation the companies had tried to circumvent income-tax, in spite of all these factors, you are unwilling to accept the depreciation level shown in the books of these companies. Certain Dakotas and certain machinery have been brought down to Re. one. You are not accepting this. You say that it was done for some other reason, and that you must give equitable compensation. You have propounded a formula in the schedule whereby you will have to pay compensation for sixteen years to come. When, in the books of the companies themselves, the value has been brought down or rather written down to Re. one why are you to give a higher rate of compensation? What is the reason? I can say boldly without any fear of contradiction that you are doing this only to favour the ex-operators. Otherwise, why can you not accept the formula which we suggested?

Shri Raj Bahadur: Does the hon. Member mean that we should purchase Dokotas at Re. one?

Shri Nambiar: I do not mean that. The value has been written down to Re. one in their books and you yourself say that they cheated the Government on the question of income-tax. When that is the position.....

Shri Raj Bahadur: You are proceeding on wrong premises.

Shri Nambiar: My submission is that in regard to the fixing of compensation, in regard to the formation of the Corporations, and in regard to hearing the labour side—in all these regards, I am convinced that you have ignored the interests of the nation. I am sorry to say so. Some other things, I am afraid, are in your mind. If my fears are wrong, please remove them. Otherwise, I am very sorry to say that this experiment may not be successful.

In regard to the formation of two Corporations, the hon. Minister said that this two-Corporation idea was there, because he apprehended some labour troubles in the internal air service at the time of re-organisation.

Shri Jagjivan Ram: I question the veracity of his statement. I have never said that.

Shri Nambiar: What I am saying is printed or rather cyclostyled in the proceedings. This apprehension was mentioned in his speech. I can place it before the House. He said that he felt that in the internal service there may be some trouble due to something, and that is why he wanted two Corporations, so that even granting that there is a strike or labour unrest or retrenchment or transfer of labour in the internal service, the external service may go on working if it is kept separate.

Shri Raj Bahadur: Madam, I seek your protection. The hon. Member is proceeding on permises which are incorrect. The hon. Minister of Communications never said in his speech that there would be strikes or labour unrest etc.

Shri Nambiar: I am making this statement on the basis of the speech of the hon. Minister. I can show it to him if he will bear with me for fifteen minutes or so. He may have forgotten his speech. These things are likely. Only this morning, we found that the Law Minister had forgotten what his Ministry had put up and we had an apology. So, I am not worried about this interruption.

Mr. Chairman: The hon. Member referred to the hon. Law Minister's apology. That question is closed. He should not have referred to it again.

Shri Nambiar: These things are happening in this country, and the apology is now the property of the House. That is why I mentioned it.

An Hon. Member: Your speech now is also going to be the property of the House.

Shri Nambiar: If the dealings of Government with labour had been fair, I will be the first person to support the measure, but I do not want labour to be penalised. The hon. Minister says that there will be standardisation of wages. That means there will be cut in wages. Are you not contemplating a cut in wages? The hon. Minister says that there is a provision that those persons who are getting higher scales of pay today will be guaranteed those scales. Now, would you give that assurance in writing?

Shri Jagjivan Ram: I have not given that assurance and I am not going to give it.

Shri Nambiar: The cat is out of the bag.

Shri Jagjivan Ram: It was never in the bag.

Shri Nambiar: This standardisation will mean dislocation due to cut in wages. There will be retrenchment also. That is how his apprehensions are created. Labour is not being taken into confidence, and I can assure you that in this nationalised industry there is going to be no prosperity so long as that is the case. He must assure us that he is going to take labour into confidence.

Shri Jagjivan Ram: That is your monopoly.

Shri Nambiar: There will be transfers and other dislocations. So, in the interests of labour, in the interests of the common man and in the interests of even the exchequer, I do not find a helpful attitude from the side of the hon. Minister. I expressed this fear in the Select Committee, and I do so again here. If he will assure me that they are prepared to accept certain amendments and also say that my fears are wrong, then I will be very pleased, because I am not for dislocation. I have been repeating this often.

In one respect, he has done something. He stated that those who had been victimised after 1st July 1952 or retrenched due to certain reasons would be the subject of reconsideration. I pay my tribute for this assurance that he has given, but that is only with regard to a small number. He did not extend that spirit to the entire labour matter. It is only with regard to a certain person he gave that assurance. I thank him for that, but he did not take labour as a whole into confidence.

To sum up, my points of criticism are these. First of all, there should not be two Corporations. There should be only one. It should be a compact body of five persons, as suggested by me, including a labour representative.

Secondly, in order to avoid the possibility of labour unrest, he should give an assurance that there would be no large retrenchment or any serious cut in the wages and further those who are getting wages should be given a guarantee. I would also mention here that those who are working on the home lines should also have a chance to work on the international lines and thus the whole industry should benefit the nation. (*Interruption*).

With regard to compensation I trust that he will accept the formula, which I have already suggested and which would be of benefit to all the people in this country.

I hope that he would keep labour in the forefront in the reorganization scheme. If these things are not done, what will happen is that the work will not be efficiently done and discontent among the staff will in turn affect safety in travel. We had the misfortune of a Comet disaster near Calcutta. I do not know what it was due to. People are apprehending danger, and unless you get the cooperation of the staff and remove the fear, the industry may not flourish. This is not a minor issue; it is a very serious matter and he must apply his mind to these suggestions. I hope that he will change his present attitude and do something in the larger interests of all concerned.

Shri Bansal: At the very outset, I must express my deep appreciation both to the Chairman of the Select Committee and the hon. Communications Minister who were very considerate and painstaking to listen to all that was said in the Select Committee by almost every Member. We sat in the Select Committee from day to day for a number of days and the strain of the work must have been really very heavy on the Chairman, the hon. Minister and his Deputy Minister. The Bill as it has emerged from the Select Committee is really a very satisfying measure from all points of view, but on one particular matter there still

remains a difference of opinion and that relates to the question of compensation.

I must take the House into confidence and at once confess that the Select Committee did try its very best to explore the various possible alternatives but found itself at its wit's end to arrive at a satisfactory solution, with the result that the original scheme of compensation was maintained. I am one of those, however, who still think that something can be done and it is for this reason that I welcome the suggestion that was made in the morning by the hon. Dr. Mookerjee as I could understand from what he was saying. I support my understanding of it because I went outside the House and asked Dr. Mookerjee in the Lobby if the impression I had gained from what he said was correct and he said that my impression was correct. The impression that I gathered was that Dr. Mookerjee wanted to maintain the Schedule as it is and whatever the total moiety of compensation that was to be received by all the companies combined was to be distributed among the shareholders. If that is the suggestion, I think there is quite a lot in it which needs to be examined and I think that the hon. Minister by now is ready with the formula which would be satisfactory to all the sections of the House. I see one difficulty even in that formula and that is, can this House or should this House override.....

Shri Jagjivan Ram: I have no set formula ready, but as I indicated it can only be on the basis that whatever percentage of their shares the ordinary shareholders get, the same proportion may be applied to the preference shareholders, but this I am just saying off-hand: I have not got it examined.

Shri Bansal: I thank the hon. Minister for this clarification. What I was saying was whether this House can or should interfere with the contractual obligations entered into by the companies and their shareholders. I know that this House is the supreme authority as far as legislation is concerned and it has every right to pass any legislation which it deems proper, but we have to see while passing a particular legislation whether we are not upsetting the entire scheme of things prevailing in this country and what effect it will have on the future of company management, investment and share-holding. I am very glad to note that while moving the Bill the hon. Minister said that one of the motives he had in his mind in devising this scheme of compensation was that the confidence of the shareholders in companies was maintained and that the investment aspect was not jeopardized, and therefore I am wondering if the scheme that was suggested by Dr. Mookerjee tentatively would not cut at the root of this. In fairness to Dr. Mookerjee I must also point out that he also seemed to be thinking simultaneously that if this idea of treating the entire compensation as a moiety and distributing it among the shareholders of all the companies is not acceptable, then, perhaps each company should be asked by this Bill to divide the compensation among the shareholders equally, whether they are ordinary shareholders or deferred shareholders or preference shareholders. If this was the suggestion, there was nothing new in it. The Select Committee went into this matter very throughly and had before it the report of the Law Ministry and had come to the conclusion that making such an insertion in this Bill itself would not be quite proper. There seems to be a good deal of misunderstanding in this House on the utility of preference and deferred shares and what is their place in the scheme of things as far as company management and company finance is concerned.

I am not referring to those cases where initially a company decides its various kinds of share holdings, but taking the case of companies with which we are dealing, the case of Bharat is one of them—I am not at all diffident in referring to that name here—and the Bharat Airways Limited started with an issue of five lakhs of ordinary shares at the face value of Rs. ten and subsequently when they wanted to enlarge their fleet of airships, they went into the market and issued preference shares. Now, if you remember that that was done at a time when no money was forthcoming for investment in the ordinary share holding, then we at once realize the difference between the preference share holding and the ordinary share holding. Preference shareholders occupy more or less the same position as debenture stock holders, that is, they are treated as a debt upon the company.

But I quite appreciate the position of Government and the hon. Communications Minister that in this scheme of compensation, we are not going by the type of shares or the liability that is owed to the

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shareholders. The scheme of compensation is that assets of the companies at a particular calculated value are taken over and the companies are paid according to that value.

There may be Members in this House who may point out the various defects of that scheme. Frankly, I have not been able to find out any inherent defect in the scheme, but I am really worried as to how the claims of preference shareholders can be met consistent with the legitimate demands and rights of the ordinary shareholders and consistent with the Government's duty to see that the exchequer is not placed under an unduly heavy burden. Therefore, I would still appeal to the hon. the Communications Minister to find a way out so that we can meet these conflicting claims.

Shri Jagjivan Ram: Will you help me with some proposal?

Shri Bansal: I was just coming to that.

I know the Select Committee did try their very best to find such a formula. They were not in a position to do it, and it is very obvious that it is unfair of me to throw the ball in the court of the Communications Minister again. After all he represents the Government and he is the custodian of all that has to be done in this regard. I frankly admit my inability to help with any ready-made formula.

Pandit K. C. Sharma (Meerut Distt.—South): Then why criticise the one you have already accepted?

Shri Bansal: I made no criticism at all. I was just pointing out the drawbacks of that formula and inviting the attention of the House to some element of injustice that may be done to certain type of shareholders. After all, they invested money in these companies with certain stipulations and those stipulations were that there shares would have the first charge. Now, under this scheme of compensation, we are doing away with that kind of thing. In my opinion we should try to satisfy every section of shareholders as far as possible.

There seems to be a good deal of confusion in the mind of some people as to what constitutes depreciation. My hon. friend, Mr. Nambiar, seems to think that while assessing the value of the asset, all that you have to do is to take the purchase price and deduct from it the depreciation as allowed under the income-tax law. This is not at all the correct position. Depreciation is the first charge on the income simply in order to enable the company concerned to maintain the asset, as it was. Now, the very fact that a certain amount of depreciation has been allowed and ploughed back into that asset enables the company to keep the value of that asset intact. And, therefore, the only method by which we can now assess the value of that particular asset is the market value. Pandit Thakur Das Bhargava, while speaking on this subject, suggested that we should have taken into consideration this question of market value. There again I realise the difficulty of the hon. the Communications Minister and I am not suggesting for a moment that we should go by the market value of these assets. But this is just to answer the point of Shri Nambiar.

After this compensation issue, I have two small points to make. One relates to the rights of the existing air pilots and employees of the air companies. One clause of the Bill says that the present employees of the companies will have the right to continue in the Corporations or not and they will have to decide that before the 1st of June 1953. Now, I would most humbly suggest that this right should be given to them for three or four more months. After all, it is not fair to ask them to decide all at once whether they would like to continue in the service or not, because obviously, they would like to know as to how these Corporations....

Shri Jagjivan Ram: Which clause you are referring to?

Shri Bansal: Clause 20(1), which intends to give the employees the right to continue with the Air Corporations or not.

Shri Raj Bahadur: Clause 21 is 'Duty to deliver up possession of property acquired and documents...'

Shri Bansal: Clause 20, sub-clause (1):

> "Provided that nothing contained in this section shall apply to any officer or other employee who has, by notice in writing given to the Corporation concerned prior to such date as may be fixed by the Central Government by notification in the Official Gazette, intimated his intention of not becoming an officer or other employee of the Corporation".

Shri Jagjivan Ram: What is the point here?

Shri Bansal: The point is that the employee should be allowed to find

his feet in the new Corporation and given a time of two or three months to see whether he wants to continue there or not.

12 NOON.

Shri Jagjivan Ram: So the date is to be fixed by the Central Government.....

Mr. Chairman: If the hon. Member yields, he should resume his seat.

Shri Jagjivan Ram: Perhaps my hon. friend is confusing the date to be fixed here under sub-clause (1) of clause 20 with the appointed date. They are not the same date. The appointed date and the date to be fixed under sub-clause (1) of clause 20 are not the same. The dates are different.

Shri Bansal: I am glad for the clarification. I was really confusing this with the appointed date. Thank you very much.

Then the second question is about their provident fund and other amounts that may be due to them from the companies. Suppose a pilot has been working with a company for three years and he has contributed his share and the employer has contributed his share towards the provident fund. The Corporation takes over the entire provident fund and for one reason or other decides not to retain that particular pilot or that particular employee in the services. What happens to the provident fund amount which has been contributed by the employer? As these two Corporations are going to be new Corporations, my suggestion would be that at the time of the formation of these Corporations the entire contribution, both of the employer and of the employee should be treated as the property of the particular employee.

Shri Jagjivan Ram: Yes, of course. There is no doubt about that.

Shri Bansal: Is that provided in the Bill?

Shri Gadgil: It is self-evident.

Shri Jagjivan Ram: The Corporation takes over the employees with all the terms and conditions of their employment in their respective companies till the Corporation, after laying down its own rules and conditions of service, varies those conditions.

Shri Bansal: Perhaps I could not make myself quite clear. What happens to the contribution of the employer, because under certain rules the employee becomes entitled to the employer's contribution after, say, 10 or 15 years' service? Will he be deemed to have become entitled to the employer's contribution soon after joining the Corporation irrespective of the fact whether he has served in the previous company for three or four years or less than the 10 or 15 years?

Shri Jagjivan Ram: For this purpose, the previous service will count. In the particular instance which the hon. Member has quoted, the previous service of the employee in the company will count.

Shri Bansal: That is what exactly I am suggesting, that it should not be treated like that, but the entire quantum of the contribution, both of the employee and the employer, should be treated as the property of that employee, irrespective of the fact whether he has served in the previous company for three or four years, so that as soon as he joins the Corporation he has the unfettered right of the quantum.

Shri Raj Bahadur: Will that not mean a change in the terms and conditions of service?

Shri Bansal: That is my suggestion. Because, after all, the Corporation will be terminating the services of any pilot or other employee and, therefore, when that pilot or employee is turned out, he should be enabled to receive the entire quantity, both of his own contribution as well as the contribution made by the previous employer.

These are the few suggestions which I place before the hon. the Communications Minister for his consideration.

Shri Matthen: Of course, I rise to support the Bill, and in making my observations I wish to join hands with my hon. friend, Mr. Bansal, in complimenting the hon. Minister on the ideal manner in which he has piloted the Bill in the Select Committee, of which I was a Member.

Well, I was not always supporting the hon. Minister. But, whether I supported him or others, or whether I opposed him or others did, he had a smile on his face and reacted in a sporting manner to all the observations, pleasant and unpleasant, that were made in the Select Committee and I will be failing in my duty if I do not express my appreciation of that here.

I am only making some observations regarding certain aspects discussed at the Select Committee stage Coming to the controversial question of one Corporation or two Corporations, I was one of those people who

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opposed the two Corporations violently. But the hon. Minister said that he too was of the same opinion as he expressed this morning on the floor of the House and he has some particular difficulties in effecting it at this stage, but he will be glad to consider it as soon as possible when the domestic service is integrated. So, upon that, I naturally supported him. I perfectly appreciate the appreciation he has for the great services rendered by the Air India International and the high reputation they hold in the world. Naturally, one is proud of it. But, what I have not been able to understand is this. Leave well alone the policy. Why not leave well alone for some time more. So long as he agrees with the majority of the Members of the Select Committee in the desirability of a single Corporation, at least at a later stage, why not he leave well alone for the time being. I mean the great reputed Air India managed by the Tatas, in which the State has got 51 per cent. of shares. Any company in which anybody has 51 per cent. of shares controls the company. I believe everybody knows that. There is no reason why you should nationalise it now. If we nationalise that Corporation now, we will have naturally to pay a sum of very nearly rupees two crores or more to Tatas. If you have the control of the Corporation and get the advantage of the services and efficiency of the Corporation, why not leave well alone and go on with the domestic services nationalisation for the time being? Especially at a time when we are hard pressed for funds for our community projects, for our planning, why should we be in a hurry to take up this nationalisation. (*Interruption*) I do not understand that. I supported the Bill and I am supporting it even now.

Shri Nambiar: Qualified support.

Shri K. K. Basu: (Diamond Harbour): Support is qualified.

Shri Matthen: It would satisfy me if I get a convincing reply from the hon. Minister.

Another point, which my hon. friend Dr. Mookerjee pressed this morning, is regarding the Air Corporation personnel, having a majority of full-time men. I entirely agree with my hon. friend Dr. Mookerjee. I believe the hon. Minister has not said anything against it. I quite appreciate the desirability of the departmental representatives on the Corporation, but if you have, for example, five members of the Corporation, one representative of the Defence Department, one from the Communications Department, one from the Commerce Department, certainly one from the Finance Department and if they are given votes to throw over the full-time personnel, I personally feel that it would interfere with the efficiency of the Corporation. The Corporation must consist of not more than five and then the majority of it should and must be full-time persons. Then only you get the efficiency of a commercial organisation as this is expected to be. Of course, I fully appreciate the necessity of the departmental representation. The representatives can be there as observers and take part in the discussion but should never have the power of vote. Because from my experience of the work of these departmental representatives on the Tea Board, Rubber Board and so many other Boards, I do not think it is very helpful to have those people on such an important organisation as the Air Corporation. After all, the Government has the controlling power and when a measure is passed by them, it will add more and more responsibility and for that full-time personnel with greater responsibility, I believe, is very very necessary. We must have as many full-timers as possible in the Corporation.

I was very happy to hear the hon. Minister assuring this House about the formation of an independent Committee to integrate the personnel. I believe, the most important thing is the personnel of that Committee. It must be composed of not only strictly just people but people known to be just and of unimpeachable integrity. A very high standard of intelligence is required for the personnel who form the Committee and I am sure the hon. Minister will see to that.

I think I would join hands with the other speakers and with the hon. Minister as well in complimenting the personnel of the various air companies of India. They have done a very good job and I have always appreciated the very efficient work that they have done, whenever I had occasion to travel by air—I had occasion to travel in almost all of them. We feel proud of our young men and, as a former businessman, I feel they would make first-class business people. I will certainly request the hon. Minister—I am sure he will do it—to be more liberal to them than others

For the victimised staff provision is made in the Bill, naturally and rightly. But I feel that there must be a provision—I do not know whether it is in the Bill or not—for the staff who have been illegally appointed and promoted during the last one year. This nationalisation has been in the air for some time and I hear—I am not sure of it—there had been appointments and promotions in some of the air companies disregarding the rights of the legitimate people and I believe that that aspect ought to be gone into just as the question of victimised people.

In the matter of compensation. I cannot entirely agree with my hon. friend, Mr. Bansal, who still stands on the contractual obligations of the preference shareholders. I believe, it is high time for people like my hon. friend Mr. Bansal not to stand on these contractual obligations. It is a case, as the hon. Minister pointed out this morning, of six persons controlling 30 lakhs of rupees preference capital, and 25,000 people holding the ordinary capital of 50 lakhs of rupees. If, as prescribed in Schedule, the compensation amount comes to 35, 38 or 40 lakhs of rupees, as the hon. Minister pointed out, it is certainly not fair to those people, even though there may be the contractual obligations as my friend Mr. Bansal pointed out and that they took their shares with open eyes. I think some such protection for the ordinary shareholders ought to be made and if, as was pointed out by Dr. Mookerjee this morning, it is possible to find out a method by which these dividends can be distributed by Government taking all the shares, it would be desirable to do so.

I would seek some clarification regarding one or two provisions. For example, sub-clause (1) of clause 20 says:

> "(1) Every officer or other employee of an existing air company....employed by that company prior to the 1st day of July 1952 and still in its employment immediately before the appointed date shall, in so far as such officer or other employee is employed in connection with the undertaking which has vested in either of the Corporations by virtue of this Act..."

I just wish to know whether this will apply to the staff employed by a company exclusively for a side activity, which practically may not have any direct connection with the flying I am just referring to a side activity of the Deccan Airways, which I believe is servicing the Defence planes in Hyderabad. About 200 and odd people are employed in that and I understand it is a profitable job also. They have nothing to do with the flying operations of the Deccan Airways regular service. Does clause 20(1) contemplate them also to be absorbed just like the other people? It will be very unfair if they are excluded.

Shri Jagjivan Ram: I think it is quite clear—"in connection with the undertaking". When we are taking the airline, it is not that we are only taking the routes run by the Deccan Airways. We are taking the other undertakings, like workshops, as well. It is quite clear.

Shri Matthen: I am very thankful to the hon. Minister for that clarification.

Then again, sub-clause (3) of clause 8 says:

> "Neither the General Manager nor such other employee of either of the Corporations as may be specified in this behalf by the Central Government shall, during his service in the Corporation, be employed in any capacity whatsoever or directly or indirectly have any interest in any air transport undertaking other than an undertaking of either of the Corporations, or in any other undertaking which is interested in any contract with either of the Corporations."

Suppose an employee of the Corporation is interested in some other business, like a motor, or road transport service, which he is looking after along with this. I do not know whether the disqualification will extend to this also.

Shri Jagjivan Ram: What is the difficulty there? It is quite clear.

Shri Matthen: Does it refer to "air transport undertaking" or undertakings other than air transport?

Mr. Chairman: Shri Jhunjhunwala.

Shri B. S. Murthy (Eluru): When two Members from the other side have spoken we should get a chance—Messrs. Bansal and Matthen belong to the Congress.

श्री झुनझुनवाला: सब से पहले मैं हमारे काम्युनिकेशन्स मिनिस्टर साहब को बधाई देता हूं कि उन्होंने यह एयर कम्पनियों का राष्ट्रीयकरण किया और इतनी भारी जिम्मेदारी अपने ऊपर ले कर के इस काम

[श्री झुनझुनवाला]

को आरम्भ कर दिया । हम को इस बात की भी खुशी है कि वे पहले सब बात को अच्छी तरह से समझ कर के तब किसी फ़ैसले पर पहुंचते हैं और फिर उस पर दृढ़ रह कर अच्छी तरह से काम करते हैं। उस के बाद कोई भी अनुचित बात कहे तो वे उस की परवाह न कर के अपने फ़ैसले पर दृढ़ रह कर जो उस को पूर्ण करने की चेष्ठा करते हैं तो यह एक बड़ी भारी खूबी है जिस से कि कोई भी व्यौपार सफलीभूत हो सकता है । जो आदमी अपने मन को बराबर विचलित रखता है, यहां विचलित रखने से मेरा मतलब यह नहीं है कि यदि उस के सामने कोई मुनासिब बात कही जाय तो उस को भी वह न सुने, परन्तु यदि एक ही बात को बार बार दोहराई जाए और उस के मन को तबदील करने के लिये चेष्ठा की जाय, तो हमारे माननीय मंत्री-जी उस की परवाह न कर के वे अपनी बात पर दृढ़ रह कर के उस काम को पूर्ण करने की चेष्टा करते हैं यह एक बड़ी भारी खूबी है जिस से कि व्यौपार सफलीभूत हो सकता है । मैं आशा करता हूं कि बहुत शीघ्र ही जो हमारी भीतरी एयर लाइन हैं वे भी जिस प्रकार से हमारी इंटरनैशनल लाइन है, जो कि इस समय संसार में सब से अच्छी नहीं तो जितनी भी अच्छी लाइन्स हैं, उन में से एक कही जा सकती है, तो जो हमारी भारतवर्ष में एयर लाइन्स काम कर रही है उन में भी उसी प्रकार की एफीशियन्सी आ जायेगी ।

अब मैं जो तीन चार बातों के ऊपर बहुत मतभेद है उन बातों के ऊपर कुछ कहना चाहता हूं । उन में से एक तो यह है कि एक कारपोरेशन हो या दो कारपोरेशन हों । हमारे मंत्री महोदय ने पहले ही कहा कि उन का भी पहले यह निर्णय था कि एक ही कारपोरेशन हो, परन्तु सब बातों को सुन कर के फिर यह निर्णय पाया गया कि दो कारपोरेशन हों ।

उन्होंने यह भी साफ़ बतला दिया कि दो कारपोरेशन्स होने से हमारा ६ लाख रुपये लगभग अधिक का खर्चा होगा । इस ६ लाख रुपये को लेकर बहुत से हमारे सभासद यह कहते हैं कि हम अपना यह ६ लाख रुपया क्यों बेकार में बर्बाद करें और हम एक ही कारपोरेशन क्यों न बनायें जिससे कि कम से कम हमारी इतनी बचत तो हो ही जाय, परन्तु वह यह नहीं देखते कि यदि ६ लाख रुपया हम अधिक खर्च करके उस काम को सुचारु रूप से चला कर बीस लाख रुपया अधिक पैदा कर लें, तो हमको ६ लाख रुपये का नुकसान नहीं होगा बल्कि १४ लाख रुपये का हमारा अधिक फ़ायदा हुआ । परन्तु यदि हम ६ लाख रुपया बचा करके ऐसी स्थिति पैदा कर दें कि जो हमारी अभी आमदनी है, वह हमारी आमदनी घट जाय, तो मेरी समझ में यह अक्लमंदी नहीं होगी ।

अभी जो हमारी इंटरनेशनल सर्विस है उसका बड़ा भारी नाम हो गया है, सब लोग उसको पसन्द करते हैं, और गुडविल एक ऐसी चीज़ है जिसके ऊपर यह सर्विस चलती है । अभी हम लोग कपड़ा धोने के वास्ते सनलाइट सोप ही बाज़ार से खरीदते हैं, और कोई दूसरी चीज़ नहीं बल्कि उसका नाम बिकता है और अगर बिलफ़र्ज़ सन-लाइट सोप से भी अच्छा कपड़ा धोने का साबुन दूकानदार देना चाहे, तो हम उसको लेना पसन्द नहीं करते, इसीलिये यह बहुत आवश्यक है कि हम न केवल भारतवासियों का बल्कि बाहर के लोग भी जो हमारे इंटरनेशनल सर्विस में घूमते फिरते हैं, उनका विश्वास पाने के लिये उनको यह समझा सकें कि जैसे पहले यहां पर हमारी लाइन चल रही थी, उसी प्रकार चलेगी और ऐसा होने से उनके दिल में यह चीज़ क़ायम रहेगी कि जिस प्रकार से आज यह लाइनें चल रही हैं, उसी प्रकार से

चलेंगी और उन में अब अधिक एफ़िशिएंसी देखने को मिलेगी । उन्होंने यह कह दिया है कि थोड़े दिन के बाद जब हम यह देखेंगे कि हमारे भीतर की और बाहर की सर्विस दोनों ठीक तरह से चल रही हैं, तो उसके बाद तबदीली करने में कोई हर्ज नहीं होगा, जिस चीज़ में हमको विशेष फ़ायदा होगा, वही चीज़ हम करेंगे । अतएव यह चीज़ कि दो कारपोरेशन हों या एक हो, यह ठीक है कि प्लानिंग कमीशन की रिपोर्ट में कहा गया था कि एक कारपोरेशन होना चाहिये, परन्तु उसके बाद उन्होंने स्वयं कुछ समझ बूझ कर और सब बातों को देख करके, क्योंकि यह आखिर व्यापार है, व्यापारिक दृष्टि से सब चीज़ देखकर के उनका भी यही फैसला हुआ कि दो कारपोरेशन होने चाहियें । अतएव मैं तो इसमें कोई भी नुकसान नहीं देखता हूं और हम लोगों को दृढ़ता से दो कारपोरेशन यह ख्याल करके क़ायम कर देना चाहिएं कि हम ६ लाख अधिक रुपया खर्च करके अधिक लाभ कर सकेंगे, लेकिन अगर हम देखें कि हमारे इस ६ लाख रुपया खर्चने और दो कारपोरेशन स्थापित करने की विशेष आवश्यकता नहीं है और हमारा काम एक कारपोरेशन से ठीक चल रहा है और ६ लाख रुपया जो अधिक खर्च होता है, उसको घटा देने से भी हमारा काम ठीक तरह से चल सकेगा और उस रक़म को कम करने से कोई त्रुटि नहीं आयेगी, तो उस हालत में शीघ्र ही दो के बजाय एक कारपोरेशन कर देंगे और जैसा उन्होंने अभी कहा भी है कि वे कर देंगे ।

दूसरी बात क्लाज़ नम्बर ४ से ताल्लुक रखती है, जो ऐयरलाइन की सफ़लता के बारे में है । इस काम की सफ़लता के बारे में जो क्लाज़ ४ है उसमें किस प्रकार के आदमी रक्खे जायेंगे कौन चेयरमैन होगा, कौन उसके मेम्बर्स होंगे और क्या उनकी योग्यता होगी, इसके ऊपर बहुत कुछ निर्भर करेगी । मैं अपने भाई श्री नम्बियार साहब से सहमत हूं कि जबतक लेबर सैटिस्फ़ाइड न हो, उसमें जो काम करने वाले हैं, वह अच्छी तरह से संतुष्ट न हों, तबतक हमारा काम ठीक नहीं चल सकता है, अतएव कारपोरेशन के मेम्बरों को जो संगठन करेंगे, वह ऐसा होना चाहिये जो कि यह देखें कि लेबर का अच्छी तरह से काम चले और जो लोग भी उसमें काम करने वाले हैं, सब अच्छी तरह से काम करें । वे यह देखें कि एक का पक्ष न करके और इस काम को हर तरह ठीक से चलावें और इसके लिये इसमें बहुत योग्य आदमियों की आवश्यकता है । इन आदमियों को नियुक्त करते हुए हमारे मंत्री साहब यह ख्याल न करें कि कौन आदमी है, या लेबर वाले कहते हैं, कि लेबर का प्रतिनिधित्व होना चाहिये और यह भी प्रस्ताव आया था कि इंडस्ट्रियलिस्ट लोगों का भी एक रिप्रेज़ेंटेटिव होना चाहिये, उनकी नियुक्ति करते समय इन सब बातों का ख्याल नहीं करना चाहिये, उनको केवल यह ख्याल करना चाहिये कि हम किस तरह से कम से कम रुपया लगा करके अधिक से अधिक फ़ायदा उठा सकें, उनका दृष्टिकोण केवल यह होना चाहिये और कुछ नहीं और इस हेतु हमें ऐसे योग्य आदमियों को रखना चाहिये जो हमें अच्छी सर्विस दे सकेंगे । हमारे काम की सफ़लता उन आदमियों को चुनने पर बहुत कुछ निर्भर करेगी ।

एक बात क्लाज़ ६ में कही गयी है कि :

"In carrying out any of the duties vested in it by this Act, each of the Corporations shall act so far as may be on business principles."

यह ठीक है कि so far as may be on business principles का मतलब यह समझा है कि वह यह काम इस प्रकार से करेंगे जिससे लोग यह न समझें कि

[श्री झुनझुनवाला]

यह चीज़ केवल घाटा देने के लिये है, यह चीज़ इस लिये नहीं है खर्च करते समय नफे-नुकसान का ख्याल नहीं किया जायेगा । as far as may be इसलिये दिये गये हैं कि कहीं कहीं पर ऐसी आवश्यकता पड़े जहां पर कि हमको उस लाइन के खोलने में फ़ायदा भी न हो परन्तु....

Mr. Chairman: Is the hon. Member discussing the clauses?

Shri Jhunjhunwala: I am not discussing clauses. I am having a general discussion. I am simply pointing out the different clauses, that is, a general discussion.

Shri B. S. Murthy: A welcome dissertation.

Shri Jagjivan Ram: You are quite in order.

श्री झुनझुनवाला : तो मैं कह रहा था कि वह यह है, परन्तु हमारे देश में एक ऐसी बात है । मैं ने देखा है कि इतने बड़े २ कामों को चलाते ही नहीं, मैंने यहां इतने बड़े बड़े कामों को चलते ही नहीं देखा है। पर छोटे २ भी जो पब्लिक काम होते हैं, वहां पर भी यह कह देते हैं कि यह तो एक पब्लिक युटिलिटी कंसर्न है, यहां पर तो घाटा होगा ही, यहां पर तो यह चलेगा ही, हम लोगों को ऐसा ख्याल नहीं करना चाहिये । हमें एस्टीमेट कमेटी में कुछ मेम्बरों को एग्जामिन करने का मौका मिला, जहां पर कि एक काम में एक करोड़ रुपया खर्चा होता था मैं ने कहा कि यहां पर एक करोड़ रुपया खर्चा होता है, उसको आप इस तरीके से घटा सकते हैं । उन्होंने कहा कि हमारे श्री झुनझुनवाला को इसकी परवाह नहीं करना चाहिये । आखिर चार आने सौ रुपया में पड़ता है तो क्या हुआ । कंजयूमर्स के ऊपर वह पड़ेगा, परन्तु वह यह नहीं ख्याल करते हैं कि चार आने जो अधिक खर्च कर रहे हैं यह मिलकर एक करोड़ रुपया होजाता है और उनको भी इस बात को समझना चाहिये कि यह कम नहीं है और उनको देखना चाहिये कि क्या चार आने के बाजाय दो आने और एक आना खर्च करने से काम नहीं चल सकता । इसलिये जो मेम्बर्स लोग हैं और हमारे मिनिस्टिर साहब हैं वह सिर्फ यह ख्याल न रक्खें कि चूंकि यह पब्लिक युटिलिटी कंसर्न है, इसलिये यह जो घाटा होरहा है, वह कोई बात नहीं है और पब्लिक युटिलिटी कंसर्न में घाटा तो होगा ही और इस तरह से काम चलेगा ।

केवल एक बात और कहकर मैं समाप्त करूंगा क्योंकि मेरे पास समय बहुत कम है और वह बात जो मैं कहना चाहता हूं सबसे जरूरी है और वह कम्पेन्सेशन की है । उसके सम्बन्ध में जो बातें हमारे डाक्टर मुखर्जी ने कहीं हैं कि हमारे जो आर्डिनरी शेयर-होल्डर्स हैं उनको कुछ परसेन्टेज जरूर मिल जाना चाहिये, क्योंकि आखिर भविष्य में जो भी इंडस्ट्री हम लोग नेशनलाइज करेंगे और जो भी नई इंडस्ट्री इस देश में हम क़ायम करेंगे, तो आखिर हमारा रुपया उन आर्डिनरी शेयर होल्डर्स से आयेगा, आप इस इंडस्ट्री को आज नेशनलाइज करने जारहे हैं, इसका राष्ट्रीयकरण कर रहे हैं और यदि उन आर्डिनरी शेयर होल्डरों को कुछ भी नहीं मिले और मैं देख रहा हूं कि हमारी समझ में उनको कुछ नहीं मिलेगा, तो नतीजा यह होगा कि अब लोग यह तो समझ ही रहे हैं कि हम सब चीज़ों का राष्ट्रीयकरण करेंगे, तो नई कम्पनियों के क़ायम करने में भी दिक्कत पड़ेगी और उन लोगों का गवर्नमेंट के प्रति भी एक अविश्वास सा होगा कि इन लोगों ने जो मैनेजिंग एजेंट्स आते हैं, उन लोगों

की पाकेट में रुपया डाल दिया परन्तु हम लोगों को एक पैसा भी नहीं मिला।

इस के बारे में बहुत कुछ विचार हो चुका है, बहुत बातें आईं, कानूनी बातें भी पूछी गई। परन्तु इस प्रकार का कानून कोई नहीं बनाया जा सकता जिस से सब एक तरह से हो। परन्तु मैं ने यह सजेशन दिया था और अब भी यही सुझाव देता हूं कि जितनी भी एयर लाइनें वगैरह हैं उन लोगों से ऐग्रीमेंट किया जाय जब उन को मुआवजा दिया जाय उस में उन से यह कहा जाय कि आर्डिनरी शेयर होल्डर को इतना जरूर दे दो।

Shri Damodara Menon (Kozhikode): My views on this Air Corporations Bill have been incorporated in the Minute of dissent to which I have also appended my signature. I do not want to repeat the arguments that have been advanced here in favour of one Corporation. It has been pointed out by the hon. Member, Mr. Somana that we, in advocating that there need be only one Corporation, have been persuaded by the opinion expressed in the Planning Commission's Report to the effect that there need be only one Corporation. He said that we should not take it as gospel truth and that we must now agree with the hon. Minister when he, after considering all the circumstances of the case, felt that there must be a change. I must assure him that it is not as if we hold that every expression of opinion or suggestion contained in the Report of the Planning Commission should be accepted as such. We can change them. But, the reasons for which we change the recommendation that has been considered by this House and accepted must be valid.

[MR. DEPUTY-SPEAKER *in the Chair*]

I am sorry to say that I was not convinced by the arguments of the hon. Minister in support of his present view that there need be two Corporations. He was almost apologetic. He went on further to say, let us try these two Corporations for some time and if experience shows later on that there need be only one Corporation, we can change. I say, why not we try one Corporation for some time and if experience shows, as a result of greater volume of traffic and other considerations, that there is need for two Corporations, let us have two. This argument, let us try with two and then convert into one, does not convince me. We can put it forward the other way also.

My hon. friend Mr. Gurupadaswamy said that there must be wholesale nationalisation and that we must take over also the non-scheduled services. My point is that we must go by certain principles. If we are going to nationalise a particular industry, it must be possible for us to have wholesale nationalisation in that particular industry. Let us not have a private sector in that industry. That would not pave the way for this idea of nationalisation being worked in the proper spirit. Therefore, the hon. Minister himself has not come forward with very strong and valid reasons for not nationalising these non-scheduled lines. I do not want to go into the question whether they are profitable or not, whether by taking them over the Government would stand to gain more. Those points have already been referred to, but I take my stand on this principle that once we are nationalising a particular industry, let us nationalise it wholesale.

Madam—I am sorry, Sir.

Mr. Deputy-Speaker: I am delighted to be called "Madam".

Shri Damodara Menon: That delight is not shared by me when I commit a mistake.

Shri Jagjivan Ram: Now you can say "she" includes "he".

Shri Damodara Menon: About this Corporation itself, we held the view that the Corporation should contain only from three to five members. This point of view was urged, very strongly urged, before the Select Committee, and the hon. Minister held the view that the number as contained in the Bill itself must be maintained.

Another suggestion we put forward was that the members of the Corporation must be whole-time. To that the hon. Minister has no serious objection to make. He said that nothing prevents the Government from having whole-time members or making them all whole-time. Now, in this matter, let us have a precedent set. I would suggest this because we are

[Shri Damodara Menon]

having in the State undertakings a new method of management. For example, the railways are totally run by the Government, and we have got a Railway Board containing four full-time members. In respect of other Government undertakings, we are having another set-up. One thing must be made very clear. Mr. Matthen referred to that point. What would be the function and the status of Government officers who come into the Committee? I find that different Ministries of the Government are having different ideas in this respect. The other day, the hon. Shri T. T. Kishnamachari, when speaking on the Tea Bill, as reported by the Select Committee, said that it would not be good to have Government officers going into the Tea Board and voting upon different proposals. This is precisely what he said:

> "...it seemed unseemly to the Committee that Government should be associated with the Committee's work by representatives sent to the Committee who would have the right to vote, which would, in one sense, mean that the officers are committed to the decisions made by the Board."

When this question was discussed, the hon. Minister stated that one difficulty he felt in having all the members whole-time was that he wanted some representation to be given to different Ministries—Communications and probably one or two other Ministries whose representatives—officers—will be sitting in the Committee.

Shri Jagjivan Ram: That is a Committee, not a Corporation.

Shri Damodara Menon: It is a Board, not a Committee.

The principle is the same. If the Government want to send their own officers to this Board and they sit there and vote upon certain propositions that come, then the Government will be put in a very unenviable position, because these officers would have taken a decision on matters which probably the Government may require to revise later on. If that is so, what is the position of the Government? Government's position would be rather unenviable. Therefore, the suggestion that these officers may come and attend and offer their advice and probably may even persuade the Board to accept certain propositions may be good, but let them not commit themselves or the Government by participating in the voting. If that proposition as explained by hon. Mr. T. T. Krishnamachari is acceptable to the Communications Ministry also, then there is no difficulty whatsoever in having a small Board with four or five members, all whole-time, who will look to the interests and manage the affairs of the Corporation, and Government can send their own officers as advisers and later on when decisions are taken—as power is vested in the Government now to revise the decisions of the Board and also to give directions to the Board—these officers can tender proper advice to Government for arriving at a correct opinion regarding the advice they must give to the Corporation or the provision they must make regarding any decision taken by the Corporation.

Therefore, I would appeal to the hon. Minister even at this stage to think of having a small Corporation of five members who are all whole-time and who could devote all their attention, time and earnestness to the work of the Corporation.

Mr. Deputy-Speaker: If the hon. Member wants more time, he may continue later.

COIR INDUSTRY

Shri Punnoose (Alleppey): I will be only expressing the feelings of lakhs of people in my State when I say that I am grateful to you for giving me this occasion to raise this question so that I may draw the attention of this House and Government to an industry with which the existence of a large section of our people is bound up.

Very soon we will be having before us a Coir Industry Bill. In the objects of that Bill it has been stated clearly that this industry is one which is very important in our national economy, that it has got a role to play in it and that it is of very great importance to Travancore-Cochin State. Rege Committee has also said that this industry employs 70,000 people in the manufacture of mats and mattings alone. As such, there is no room for keeping quiet over the crisis that has overwhelmed this industry.

In his answer to the Starred Question of Shri Achuthan on the 6th of April, the hon. Minister of Commerce and Industry tried to make out two

points. One was that since June 1952 there had been a gradual increase in the export of coir products and that this indicates some improvement in the position. Secondly, he was pleased to say that some steps had been taken by the Central Government to ease the crisis in the coir industry, and he gave a list of such steps. The impression that he seems to entertain, and which he wants to convey to the House, is that as a result of some improvement in the export position and the measures taken to ease the crisis, the over-all picture of the industry and the people concerned with it is better than it was previously, say in 1952. My submission is that there is no improvement in the export position. On the other hand, there are disturbing developments in that respect. I want to submit further that the steps taken by the Government of India have not proved fruitful to ease the situation. According to me, the over-all picture is as dim and dark and gloomy as it was, if not more so.

While coming to this you will bear with me for a little while to look into certain statistics which I have collected. Then it will be found that facts do not support the optimism of the hon. Minister. In 1950-51 we had exported 385 tons of unmanufactured coir, in 1951-52 it increased to 500 tons and in 1952-53 it reached the figure of 698 tons. But the hon. Minister will please look into the earnings. In 1950-51 when we exported 385 tons, we got Rs. 3,69,779; in 1951-52 when we exported 500 tons we earned Rs. 6,43,794, but when we exported almost double the quantity of 1950-51 in 1952-53, that is, 698 tons, we got only Rs. 5,82,813. Here the picture is not at all encouraging.

Coming to coir yarn, in 1950-51 we exported 8,86,291 cwts. and earned Rs. 5,43,42,815.

Shri A. M. Thomas (Ernakulam): Is it for the entire year or for ten months?

Shri Punnoose: It is for ten months.

In 1951-52, it was 7,55,757 cwts. and we got Rs. 567 lakhs, that is to say, some Rs. 25 lakhs more. In 1952-53 we exported more than 7,82,000 cwts. and the return was only Rs. 374 lakhs, that is, almost two crores less than in 1951-52.

With regard to coir of other sorts, we had exported 23,212 cwts. in 1950-51 earning Rs. 2,4,17,000 and odd. In 1951-52 we had an export of 78,140 cwts. for one crore and a lakh and odd rupees. In 1952-53 the export was reduced to 52,200 cwts. and we got only Rs. 46,59,000 and that is a drop of 50 per cent. in the earning.

Then come mats and mattings. We had exported 32,99,17 cwts. in 1950-51 for Rs. 247 lakhs, in 1951-52, we had exported 19,16,60 cwts. for Rs. 214 lakhs and odd. Coming to 1952-53. Though the quantity of export has slightly increased the earning has fallen to Rs. 58,64,000, that is, it had been reduced by almost a crore of rupees, The over-all picture is that while we got in 1950-51, Rs. 814 lakhs and in 1951-52, Rs. 883 lakhs, in 1952-53 we got only 579 lakhs of rupees. So, the hon. Minister's conclusion of improvement has not been founded on facts. I am also sorry, yet another aspect has been left out.

The industry has two sectors, the cottage industry sector and the actual industrial sector. Husking, soaking of the husks, taking fibre out of the husks, making coir, all these are done on a cottage industry level and it is calculated that more than five lakhs of people are directly or indirectly involved in this. Then there is the mechanised sector. This was the first industry to develop in our State to be developed.

I want to draw pointed attention to this basic factor, that when we consider these exports you will find three things. One is that the drop in the earning is much greater than the drop in the quantity exported; secondly, that more of raw materials have been exported than mats and mattings, that is, finished products and thirdly, that the value of mats and mattings has gone down more than that of the raw materials. Here is a very disturbing situation. Previously, we were under the impression that the yarn and fibre are being exported for making nets and other things in Europe. But, now we get the information that in Holland and other countries, they are developing Coir industry on a large scale. We are told that in Holland there are nearly 97 factories employing 4,000 workers. The World Federation of Trade Unions has been kind enough to give this information. This means that the most developed industry in our State is going to be permanently jeopardised. This means that one major source of income to the State is going to be dried up. Before Pepper became black-gold, Coir industry was the leading source of income for our State and even now it is second only to Pepper.

Now, I come to another aspect. The hon. Minister of Commerce and Industry was pleased to say that steps have been taken to ease the situation. Let him for a while look at the steps and see how far they have proved to be of help. He said that two community projects are there and they will be of

[Shri Punnoose]

help to us. The fact is that one community project in South Travancore is at least 150 miles away from the centre of coir industry and the one in Trichur is also some fifty or sixty miles away from the industrial centre. It cannot give us any work.

Then he said about some civil works were being undertaken. The fact is that these civil works were there for some time. They gave six hundred workers work for three months. What a small fraction of the unemployed could be benefited by it. But there is none of it now. The hon. Minister said that certain advances have been made by the Central Government to the State Government—he said about rupees two lakhs and odd. But the fact is that it still remains in a stage of promise. It affects only the cottage industry, and even there the Central Government has not been pleased to see whether there is proper organisation to work it with the result that I am afraid it is not being worked in the proper way it should be done.

Therefore, the whole position is most disturbing and the earlier the hon. Minister of Commerce and Industry takes up the matter the better it is for us. He mentioned about a conference held in Trivandrum by the Finance Minister of that State. There representation was not given to the workers and to the owners of the factories. When that point was raised in the conference itself, the Finance Minister was pleased to say that he could not do it; there was no time to do that. In the Bill that is coming also—the Coir Industry Bill—I find that there is no provision for representatives of organised labour on that Board. Then, he was pleased to say that some sort of special treatment is given to coir and coir goods in the South Indian Railway. I am thankful for that, but what we want is that preferential treatment should be given to the coir goods in every railway, so that it could have a market everywhere in India. The other day I had been to the Rashtrapati Bhavan, where I was invited to tea. I was interested in all the sweet things given, but I was more interested to see whether there was a piece of coir matting there. But, there was none. Well, a beautiful mat coir will definitely enhance the dignity of that place. The hon. the Finance Minister was pleased to say when all the M.Ps. from Kerala, irrespective of party affiliations, waited on him that he will see that coir goods are purchased by Government Departments.

We want a Coir Board not only to expand the market in India, but also to find markets outside India. I was looking through the list of countries abroad where our coir products find a market, but I regret to find that many countries in Europe are not there. There is the U.K., there is the U.S.A., there is Holland.

Shri B. S. Murthy (Eluru): U.S.S.R.?

Shri Punnoose: U.S.S.R. is not there; the Eastern democracies are not there. It is not my anxiety to give them the benefit of our mats and mattings. It is because I want that there shall be a market for our goods. I hope the hon. Minister will take up this matter seriously and develop new markets for our exports.

Mr. Deputy-Speaker: The hon. Member must give some time for the hon. Minister.

Shri Punnoose: In the meantime he should take certain measures to subsidise the unemployed workers. They may be given rations at a lower price; the construction of the Aroor bridge may be taken up immediately and another railway line may be constructed from Ernakulam *via* Alleppey to Mavelikkara.

1 P.M.

Shri A. M. Thomas: I had occasion to go through the value of our exports and study the comparative figures. From 1952 April to 1953 January the value of our exports comes to Rs. 5,79,91,575. I wish to know from the hon. Minister whether he is in a position to give the figures for the last three months. If so, that will help us in getting a real clarification of the present situation.

I really appreciate the attempts made by Government, but no substantial improvement is yet in sight. The hon. Minister made a study at the spot of the situation in Travancore-Cochin. I should like to be told what are the definite proposals formulated by him, especially in the direction of not allowing our products to be swamped by foreign competitors. I am told that Holland and Switzerland have brought about considerable technological improvement and marketing skill and their coir products are artistically and tastefully designed like cotton textiles.

Secondly, I understand that the work of the Trade Commissioners in this connection is only one among so many other items of work. Having regard to the number of people involved—five to six lakhs of people are involved in this—why can we not appoint a few

Marketing Officers who will solely devote their time and energy to find larger markets and keep effective liaison with the trade at home as well as abroad?

I wish further to know how far Government has been able to tap the internal market also in this connection.

Shri K. K. Basu (Diamond Harbour): I wish to make only one point which has already been referred to. It is reported that Holland is establishing more mechanized and up-to-date factories for the utilisation of this raw material as a result whereof our industries here are suffering, and we are nowadays working more as an exporting country of the raw material.

Shri Velayudhan (Quilon *cum* Mavelikkara—Reserved—Sch. Castes): Export of fibre, you mean?

Shri K. K. Basu: Yes. I want to know whether there is any possibility of putting restrictions on this.

The Minister of Commerce and Industry (Shri T. T. Krishnamachari): I am glad that the hon. Member who raised this discussion has taken a very practical view of the whole question, and I cannot take exception to his complaint when he sees no tangible, or at any rate substantial, results in regard to the work that we sought to do in this area where coir workers are concentrated. But at the same time I must say that his reading of the statistics is, while plausible, nevertheless defective. He has not demonstrated that there has been a perceptible drop in the export figures, leaving out the peak period. What I did indicate was if you take the figure for 1947-48 when coir yarn export was 7,49,000 cwt. and if you take the figure for eleven months for 1952-53 which is 8,46,000 cwt., well, it certainly shows an improvement. If you take 1948-49 when the total was a little less than seven lakhs cwt. the eleven months figure shows an improvement. Of course, 1949-50 and 1951-52 were peak periods when we had a Korean war and the boom. In the same way in regard to manufactured products, in 1947-48 the figure was 194,000 cwt. and in 1948-49 it was 160,000 cwt. Now, for eleven months for 1952-53 the figure is 214,000 cwt. Even there, the manufactured products do not show a drop over normal years and it must be recognised that there was a big demand for manufactured products and coir yarn during the Korean boom and many factories came into being. I have seen some of these factories myself. I am not speaking from hearsay reports. Some of them are jerry-built. There are older factories like Daragh Ismail but the newer factories came into being because of the boom and of possibilities of export. Naturally, when the boom disappears, then the opportunity for shipping out the same quantity also disappears.

The other point that is raised is what is Government doing about this drop in our earnings? That, I am afraid, is a matter in which Government can do nothing. After all terms of trade being against you, it is a matter of wartime prices and peace time prices. When there is a boom, when there is a big demand, naturally prices go up. If you want to base the boom period as the basic period for price comparison, obviously no Government or nobody responsible for business can be blamed. You cannot have a boom period all the time. It comes like a flash in the pan and disappears. Therefore, it affects our earnings from the point of view of the money that is put in the hands of the coir worker—and that is precious little—because the middleman takes away the initial gain in the boom period and makes these people shoulder the initial losses when the depression comes but nonetheless that is money coming into our country which also helps the foreign exchange position but I want the hon. Members to know that in respect of any commodity that we export, we would find that on the price basis we have come down rapidly. Take jute. There the diminution has been something phenomenal. We were getting Rs 90 crores by way of export duty alone and it has dropped terribly. I have got some figures on the basis of calendar years which again show that in coir mat and mattings, 1950 was the highest year, in 1951 it was 279,000 cwts, in 1952 it was 223,000 cwts, and for the first three months of 1953—of course, it is not worthwhile comparing—it is 78,000 cwts. Of course, 1950 was the peak year, leave alone values. On that point—my hon. friend generally complained about the coir industry—there is a substratum of truth and he is on a strong wicket. When he merely points out his finger of accusation against Government and says, "Prices have dropped, what have you done about it?". I cannot help it. That is what is called business cycle. No country can help it. You cannot keep up prices artificially unless we subsidise, and we have not got resources to subsidise our exports to keep the prices on a par with the prices obtained during the boom period.

The hon. Member, Mr. Thomas wanted some information about shipments. I have got figures for eleven months, that is, 845,000 cwts. of coir yarn, 214,000 cwts. of mats and mattings and other products 57,000 cwts.

Shri A. M. Thomas: What is the valuation?

Shri T. T. Krishnamachari: The value is Rs. 4,01,83,000 for coir yarn, Rs. 1,74,55,000 for mats and mattings and Rs. 51,13,000 for other products.

In regard to the question of what we have been doing, apart from what we have been doing in a particular year, we have made a survey, called for reports from practically every country, from Ceylon, New Zealand, Pakistan, Iraq, Afghanistan, United Kingdom, Sweden, Finland, Denmark, Aden, Phillipines, Thailand, France, Italy, Greece, United States of America, Egypt, Yugoslavia, Kingdom of Jordan, Malaya, Canada, Iran, Germany, Netherlands, Indonesia and Japan. We have some information from our Trade.....

Shri Punnoose: Is it a fact that this Daragh Ismail, to which you made a reference, is now opening factories in Holland, and also, is it a fact that the British elements who are very strong in that industry are trying to pull away our industry?

Shri T. T. Krishnamachari: It might be a fact. I do not dispute the authenticity of the report. I have no information so far as I am concerned. The point is we have been keeping in touch with outside market and we find that everywhere due to heavy stocks held the offtake has dropped. Conditions in other countries have changed. Take the United Kingdom. The cost of living has gone up by about 40 points in one year. Hon. Members know that when the cost of living of a normal man goes up, some of these things which could be eliminated are the things which are eliminated. Coir goods is one of the things that could be eliminated. There was stock-piling. In Australia, stock-piling was huge. In Finland, we have got a good market; but the currency position there is so bad that they cannot buy anything from us. It is a combination of circumstances over which we have really no control. We are trying to keep in touch with all these countries and are trying to do what we can.

Take the case of Holland. I agree that Holland is importing coir yarn and is manufacturing coir goods. In Belgium, for instance, we have a market but we find we cannot get our leg in so far as coir goods are concerned. But, what is the solution? Does my hon. friend want me to say, I will not export coir yarn to you at all and allow them to go in for substitutes—after all, there are substitutes for coir; other things could be used in the place of coir—and lose the trade that we have even with Holland for coir yarn on which depend very nearly about five lakhs of people, merely for the reason that I am not able to employ 50,000 people that we were employing in the peak period in coir goods manufacture. As a statement of fact, the hon. Member is right. But, as an argument, he is not quite so right. You cannot prevent another country from importing raw material and manufacturing the finished product. I have no jurisdiction over Holland to be able to tell them, you cannot manufacture coir products. Can I take it to the United Nations and say that these people are poaching into my trade? This happens inevitably because there is such an amount of freedom everywhere and people go on doing what they like. If it is possible for me after a period of time to establish a market for my manufactured goods, then automatically, you can take it that the amount of coir yarn available to these people will be reduced. If I adopt the remedy that the hon. Member has suggested, there will be more distress in the coir area. I do not think that can be adopted.

The other question that he mentioned was, in regard to what the Government have done. I went down to Travancore myself. I was asked by the Prime Minister to go. In fact, he commissioned me to look into Travancore-Cochin's economic matters though it is not my responsibility. He was so keen on it. We realise as a Government that this is an area, as I have said here before, where the educated public are greater in proportion than in the rest of India and that it compares favourably with most advanced countries of the world. Unemployment is rife, something has to be done. It is a matter which we realise. But, everything takes time. We can only work through the agency of the local Government. That is why I asked Mr. Govinda Menon to summon a conference. Whom he summoned and whom he did not summon, it is not for me to say. It is not my business to say how he conducts his business. It is an autonomous State to that extent. Certain decisions were taken at the conference. We have made funds available for them. I do realise that unless the factory is opened, the number of people that were employed in the factory amounting to 28,000 cannot be employed again. Now, I think there are 15,000 unemployed, who were formerly working there. I do not deny the fact. That is a fact. But, the sequel is, I must ask him to manufacture, hold stocks and find a market for them. All

this takes time. That is why, to show our earnestness, we brought forward the Coir Industry Bill. Once we have an organisation, then, what the hon. Member suggetsed can be done. Mr. Thomas wanted that we must send out special travellers for this purpose. We can engage one or two people to go round. He also mentioned the East European countries. I do not know whether the standard of living of the people there would permit them to buy these products. It is a matter worth while exploring. So far as our objectives are concerned, I entirely agree with him. But, the position is, the problem is a difficult one. It is what you call a dependent economy, that is, dependent on somebody else for a demand being created. In all dependent economies, our controls are imperfect.

In regard to what we are doing, the Railway Board had not originally included the Ernakulam-Quilon line in their plan for this year. The Prime Minister asked them to include it. It may be that the line goes a little beyond the coir area. Unless labour is mobile and is going to take advantage of the one crore of rupees that is going to be spent in that area, I am afraid I cannot do anything. I can only lead a horse to the water; I cannot make it drink. The position really is, we here in Delhi are dead earnest to do what we can for these unfortunate people. There are circumstances which limit our utility and the period of time that is needed, I think, has not been enough. I can assure my hon. friend that I shall not lose sight of this problem. I am glad that he has raised this problem and has focussed the attention of the Government and the public on it. I shall certainly take advantage of what he has done and pursue the problem further.

BUSINESS OF THE HOUSE

The Minister of Commerce and Industry (Shri T. T. Krishnamachari): May I make a personal request, Sir? I have got the Tea Bill on hand I shall be grateful if some time in the afternoon of Friday can be found for the consideration of this Bill.

Mr. Deputy-Speaker: When shall we begin?

Shri T. T. Krishnamachari: Usual hours: 4 to 7 or 4 to 7-30.

Prof. D. C. Sharma (Hoshiarpur): It is very hot these days, Sir.

An Hon. Member: Inside the House s not hot.

Shri Nambiar (Mayuram): It is very difficult to come to the House in the afternoons. We have some other work to do: reading the material that is circulated, etc. We are here the whole of the morning. We have got so many visitors.

Shri T. T. Krishnamachari: We are at the fag end. Next week has been assigned more or less for the Estate Duty Bill, and unless the House will be indulgent enough to give an afternoon, the Bill will never be passed. (*Interruption*)

Mr. Deputy-Speaker: Hon. Members yesterday complained that this will go on for years. Is it right that they should themselves participate and make it go on for years?

I think tomorrow or day after tomorrow afternoon may be fixed. After all, we are coming to the fag end. I am anxious that we should finish by the 15th and not extend even by a day. Hon. Members have been here for 3½ months. Hon. Members will have to put up with some inconvenience. I shall also do so.

Shri Punnoose (Alleppey): We would like to take it up in the ordinary course.

Mr. Deputy-Speaker: It is not possible because there is programme for the rest of the days.

Shri Sarmah (Goalghat-Jorhat): Why can the Estate Duty Bill not come after the Tea Bill is passed? There are very important matters in the Estate Duty Bill. We welcome it, but we have to say something on the Estate Duty Bill and we have also to consult our constituency as to the *Mitakshara* and *Dayabagha* business. It may be.....

Mr. Deputy-Speaker: We are not now discussing the Estate Duty Bill. It is already agreed that the Estate Duty Bill consideration stage must be over, and five days have been allotted for that. The Tea Bill is also necessary, particularly for gentlemen from Assam. It has to go to the other House. Therefore, hon. Members will kindly put up with some inconvenience, and then come at 4 o'clock on Friday.

Shri Sarmah: What I am submitting is, before you make up your mind, will you.....

Shri U. S. Malliah (South Kanara—North): He has made up.

Mr. Deputy-Speaker: What is the difficulty?

Shri Sarmah: The Estate Duty Bill is no doubt important, but why not take out one day out of it, so that the Tea Bill may be passed?

Mr. Deputy-Speaker: What is the objection? The rest of the House is keeping quiet. Hon. Member comes from a tea area, and I thought he would be interested in seeing that the Tea Bill is passed.

Shri Sarmah: We had a Professor in the University whom we could not follow. To each one he said: "I cannot stop the progress of the class for you".

Mr. Deputy-Speaker: This Tea Bill will be taken up at 4 o'clock on Friday and will be finished that day.

Hon. Members: How can that be?

Prof. D. C. Sharma: May I suggest that this question may be taken up when the House is fuller than now?

Mr. Deputy-Speaker: Let me have the general view. Government wants the Tea Bill to be passed?

Hon. Members: Yes.

Mr. Deputy-Speaker: If hon. Members are not willing to agree to this, we will have to sit for some more days. I do not think any hon. Member wants the session to be extended after the 15th. We must finish within that time. If they cannot come at four, let them come at five and carry on till 8 P.M.

Sardar A. S. Saigal (Bilaspur): Till 9-30.

Shri H. N. Mukerjee (Calcutta North-East): The point is that the Tea Bill has not been discussed in a sustained fashion so long. We have had two sittings for a very short period each. For a real discussion of the Tea Bill, as reported by the Select Committee, some three days are necessary. At least, the time should be like that.

Mr. Deputy-Speaker: The original time allotted for the Tea Bill is two days, after the Question Hour. That means eight hours. Let us divide this between consideration stage and clause-by-clause stage and third reading. I shall see to it that these eight hours are not reduced to any extent.

Shri K. K. Basu (Diamond Harbour): In the consideration stage, only two Members have spoken.

Mr. Deputy-Speaker: Let the others also speak. If some hon. Members are so anxious about tea and swallow all tea, what can I do about it?

Shri K. K. Basu: We do not want that.

Mr. Deputy-Speaker: Of these eight hours, I am willing to devote four hours for general consideration and the other four hours for clause-by-clause discussion, with half an hour in the end for hon. Members to wind up the debate in the third reading stage. We shall have that programme. I shall see this time is allowed and the House gets it. Within this time, various groups may set up their spokesmen who are well versed in this matter and acquainted with it and then limit the time amongst themselves. I am willing to help them in this way.

The House then adjourned till a Quarter Past Eight of the Clock on Thursday, the 7th May, 1953.